THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

Published by Funk & Wagnalls Company (Adam W. Wagnalls, Pres.; Wilfred J. Funk, Vice-Pres.; Robert J. Cuddihy, Treas.; William Neisel, Sec'y), 354-360 Fourth Ave., New York

VOL. XLVIII., No. 15 NEW YORK, APRIL 11, 1914 WHOLE NUMBER 1251

TOPICS OF THE DAY

PANAMA TOLLS JARRING DEMOCRATIC HARMONY

THAT THE CLEFT which sunders two continents at Panama should incidentally sever the Democratic party would seem not only fitting, but eminently agreeable to Republicans and Progressives, who are of necessity in a position of watchful waiting. So the opposition of Democratic leaders to the President's Panama tolls policy is seized upon by hostile editors as proof that the President has riven his party into hopeless disunion. Anything like Democratic solidarity is ended, thinks the Baltimore *News* (Prog.), and the Philadelphia *Press* (Rep.) agrees that the ranks are permanently divided, that "the Democratic solid front that put through the Tariff Bill and the new banking system is broken and shattered." Even Democratic papers like the Charleston *News and Courier* admit that this "first revolt against Mr. Wilson's leadership is serious" and think it may extend further. But a survey of the entire Democratic press and of Democratic comment on what was said and done in the House would indicate that the bulk of the Democratic party supports the President. The final vote in the House to repeal the provision for free Panama tolls for American shipping was 247 to 161. Tho Speaker Clark, Leader Underwood, and other popular Democrats spoke ably against the measure, the party vote was 220 to 52 in its favor. It is noted that both of these speakers refrained from criticism of the President, and insisted that while they reserved their right to differ with him on this point, they were not leading any faction in revolt against his leadership. The New York *Times* (Ind. Dem.) remembers that the original free-tolls provision was supported only by a minority of the Democrats in the House, and declares the outstanding fact in the present situation to be "that the Repeal Bill is shown to be a Democratic measure to do away with a Republican measure." Editors especially friendly to the President consider this result as enhancing his prestige

Copyrighted by Harris & Ewing.

Copyrighted by Harris & Ewing.

DEMOCRATIC LEADERS WHO ARE OPPOSING THE PRESIDENT.

Speaker Clark, at the right, and Chairman Underwood in the center, opposed free-tolls repeal on the floor of the House of Representatives, and Senator O'Gorman, at the left, as Chairman of the Committee on Interoceanic Canals, pledges his opposition in the Senate.

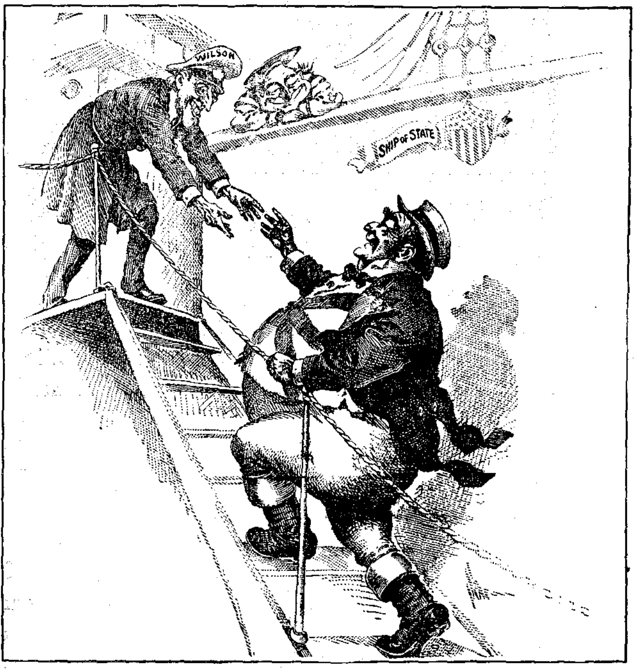
TERMS: $3 a year, in advance; four months, $1; single copy, 10 cents; postage to Canada 85 cents a year, other foreign postage $1.50 a year. **RECEIPT** of payment is shown in about two weeks by date on address label, subscription including the month named. **CAUTION:** If date is not properly extended after each payment, notify publishers promptly. Instructions for **RENEWAL, DISCONTINUANCE,** or **CHANGE OF ADDRESS** should be sent *two weeks* before the date they are to go into effect. *Both old and new addresses* must always be given. **DISCONTINUANCE:** We find that many of our subscribers prefer not to have their subscriptions interrupted and their files broken in case they fail to remit before expiration. Nevertheless, it is not assumed that continuous service is desired, but subscribers are expected to notify us with reasonable promptness to stop if the paper is no longer required. **PRESENTATION COPIES:** Many persons subscribe for friends, intending that the paper shall stop at the end of the year. If instructions are given to this effect, they will receive attention at the proper time.

Published weekly by Funk & Wagnalls Company, 354-360 Fourth Avenue, New York, and Salisbury Square, London, E. C.

Entered at the New York Post-office as Second-class Matter.

as a party leader and predict that the Senate will follow the example of the lower House, tho by a narrow margin and after considerable delay.

Democratic press support of the President is not sectional, as may be seen by a glance at the list of Democratic papers which have been most strongly urging repeal. In New York there are *The World*, *The Times*, and the Brooklyn *Eagle*. *The Record*, in Philadelphia, has been printing a series of editorial arguments against free tolls. In the South the press is nearly a unit, and the President's side of the case has been zealously advocated by such influential dailies as the Richmond *Times-Dispatch* and Norfolk *Virginian-Pilot* in Virginia; the Louisville *Times* and *Courier-Journal* in Kentucky; the Nashville *Banner* and *Tennessean*, the Chattanooga *Times* and Memphis *Commercial Appeal* in Tennessee; the Raleigh *News and Observer* in North Carolina; the Atlanta *Journal*, Savannah *News*, and Macon *Telegraph* in Georgia; the New Orleans *Picayune*, the Little Rock *Arkansas Gazette*, and the Jacksonville *Florida Times-Union*. In Mr. Underwood's own State of Alabama, the Montgomery *Advertiser* finds itself for once compelled to disagree with the Chairman of the Ways and Means Committee, tho it commends him for speaking his mind. So in Champ Clark's own State, the leading Democratic dailies, the *Post-Dispatch* and *Republic* of St. Louis, support the President as against the "favorite son." In Mr. Clark's own district the sentiment seems to be divided, judging by the utterances of editors quoted in the New York *Herald* who represent public opinion in Audrain, Ralls, St. Charles, and Callaway counties. Farther west, we find strong editorial support of the President's repeal policy coming from the Houston *Post* and *Chronicle* and Fort Worth *Record* in Texas, *The Daily Oklahoman*, the Omaha *World-Herald*, and the Helena (Mont.) *Independent*.



Copyrighted 1914 by International News Service; reprinted from N. Y. "American" by permission.

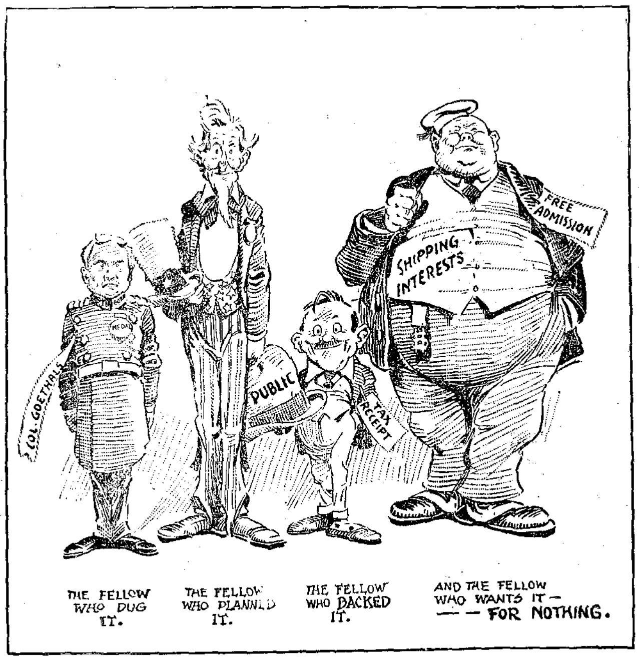
TAKING ON THE PILOT.

—Scar in the New York *American*.

If, as claimed, President Wilson's stand for repeal has split his own party, it has likewise split the ranks of the opposition. Of the Republicans voting on the repeal resolution 93, including Leader Mann, opposed it, while 23 fell in line with the President and supported it. Seventeen Progressives, with Mr. Murdock, voted against repeal, and three decided to vote in the affirmative. In the Senate, the heaviest arguments in favor of the attitude of the Democratic Administration are expected to come from a Republican, Senator Root. So it is not surprizing to find a number of the most important Republican papers taking this side. Among them may be noted the Boston *Advertiser*, New York *Tribune*, Syracuse *Post-Standard*, Rochester *Post-Express*, Buffalo *News* and *Express*, Pittsburg *Dispatch*, Chicago *Record-Herald* and *Inter Ocean*, Kansas City *Journal*, Leavenworth *Times*, and Minneapolis *Journal*. The nearly unanimous action of the House Progressives can not be taken as characteristic of party sentiment, with such organs as the Denver *Rocky Mountain News*, Baltimore *News*, and Chicago *Tribune* so strong in their advocacy of repeal.

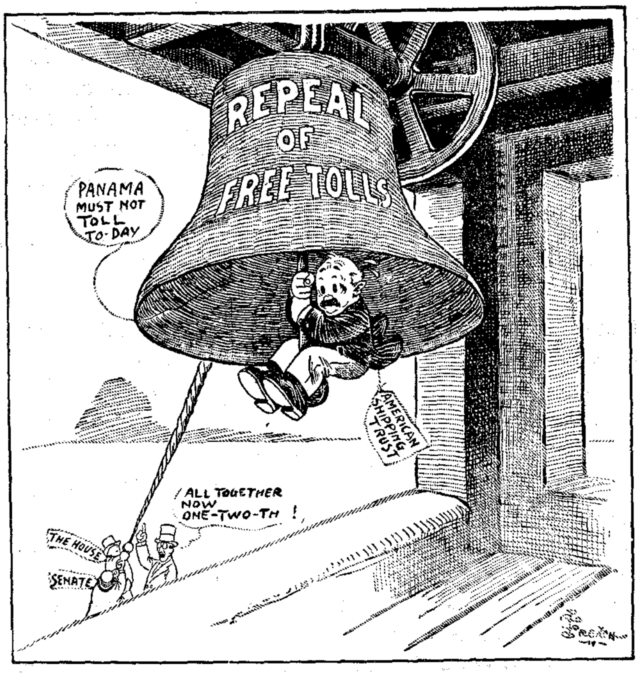
The arguments for and against free tolls for our coastwise shipping have been presented in previous Literary Digest articles. It may be said briefly that those who oppose free tolls either denounce the exemption as a disguised subsidy and attack it as a favor to a monopoly, or emphasize the national dishonor involved in breaking a treaty. There are editors who have always opposed the exemption and others who changed their minds with President Wilson. Some say that whatever opinion we may have about toll exemption itself, we should uphold the President, who has accurate knowledge of our foreign relations and who asks for repeal to enable him to carry out his policies.

But these papers and these arguments are by no means fully representative of American public opinion, for on the other side are the powerful group of Hearst newspapers, the activities of those interested in coastwise shipping, a popular desire to curb the railroads, the influence of the Irish-American element so strong in the Democratic party, and a wide-spread feeling that Great Britain has, after all, no right to dictate with regard to the management of an American-owned, American-built canal. To such sentiments in the case of some Republican editors is added the feeling that the tolls exemption, supported by President Taft, is a Republican policy, and they treat it as a partizan issue. So we find the Philadelphia *Inquirer* and *Press*, Paterson *Call*, St. Louis *Globe Democrat*, Salt Lake *Herald-Republican*, San Francisco *Chronicle*, Seattle *Post-Intelligencer*, and Portland *Oregonian* attacking the President's "surrender to England," and predicting that however the Senate votes "the question will remain in national politics." Among leading Progressive papers we find the Toledo *Blade* and the radical Philadelphia *North American* taking the same stand. Other like-minded papers independent of party allegiance are the Washington *Post* and *Star*, New York *Commercial*, and New Orleans *Item*.


COL. GOETHALS
MEDAL
PUBLIC
TAX RECEIPT
SHIPPING INTERESTS
FREE ADMISSION
THE FELLOW WHO DUG IT.
THE FELLOW WHO PLANNED IT.
THE FELLOW WHO BACKED IT.
AND THE FELLOW WHO WANTS IT — — — FOR NOTHING.

THE CANAL.

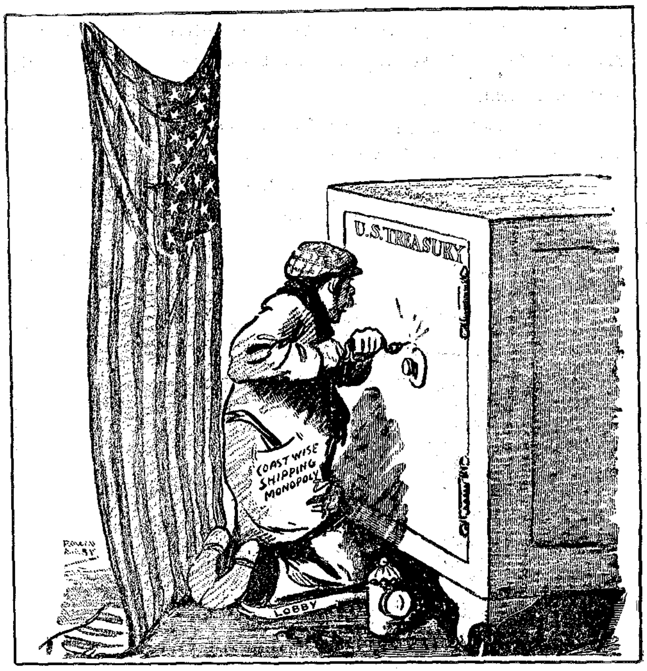
—Williams in the Indianapolis *News*.



Copyrighted by Henry Barrett Chamberlin.

ANXIOUS MOMENTS.

—French in the Chicago *Record-Herald.*



HIDING BEHIND THE FLAG.

—Kirby in the New York *World.*

HOW THE REPEAL OPPONENTS LOOK IN CARICATURE.

In the President's own party the position of Champ Clark and Mr. Underwood is reflected in the editorial utterances of the New Orleans *Times Democrat*, the Charlotte (N. C.) *Observer*, John R. McLean's Cincinnati *Enquirer*, and the Newark *Star*, owned by James Smith, Jr., Mr. Wilson's arch-enemy in the New Jersey days. Loudest of all, in protesting against "the breaking of party promises" and the President's "unpatriotic willingness to sacrifice our sovereignty over the Canal and the interests of our shipping in order to curry favor with Great Britain," are the Hearst newspapers in several cities.

MEANING OF TORREON'S FALL

THE PRESTIGE OF HUERTA suffers a staggering blow in the taking of Torreon by General Pancho Villa, in the view of most editorial observers, and they see in the victory and utter rout of the Federal troops under General Velasco, after almost two weeks of bloody fighting, only the most ominous presage for Huerta and his régime. Others, conceding the brilliance of the "bandit general's" prowess and the importance of possessing a city which puts him in control of "over half the territory of Mexico," are careful to point out that if Villa attempts to march on Mexico City from his present coign of vantage he will have to go through hostile territory where Huerta "still seems to have a loyal army and considerable popular support, and remains dominant in the country where 12,000,000 of Mexico's 15,000,000 are living." In fact, according to the New York *Sun's* Washington correspondent, the Constitutionalist leaders are themselves "pessimistic about the prospects of reaching Mexico City by force." They are expectant, we read, that if they can add Saltillo, Monterey, and Tampico to their territory, "Huerta will either himself give up the ghost or his support will so dwindle in southern Mexico that he will have to get out." As to the effect of Torreon's fall on President Wilson's policy toward Mexico, in the view of the New York *Tribune* (Rep.), "some bigger miracle than Villa's capture of Torreon must happen before the Administration extricates itself from the 'watchful-waiting' *impasse*," while the Albany *Knickerbocker Press* (Ind.) reads in the victory of Villa a warning to "those jingoists who are urging us to war," and adds that "Torreon proves once and for all what inestimable sacrifice in fine American manhood a war with Mexico would mean." Ten thousand dead and wounded strew the streets of the captured city, press reports state, and among the dead lies a son of General Huerta. It is not strange that so bitter a fight should have been waged for Torreon, observes the Columbus *Dispatch*—

> "That city of 30,000 population is an important agricultural, commercial, and railway center and its possession is of great strategic value to either of the warring factions. It is near the boundary of the States of Coahuila and Durango, approximately half-way from the United States border to the City of Mexico and half-way from the Gulf of Mexico to the Gulf of California. It is a modern and progressive city, as the cities of Mexico go, and the political faction holding it would have access to large natural resources. Possessing that, the rebels would have control of all the northern half of Mexico, and, if they could do no more, could separate that portion from the rest and erect therein a republic of their own."

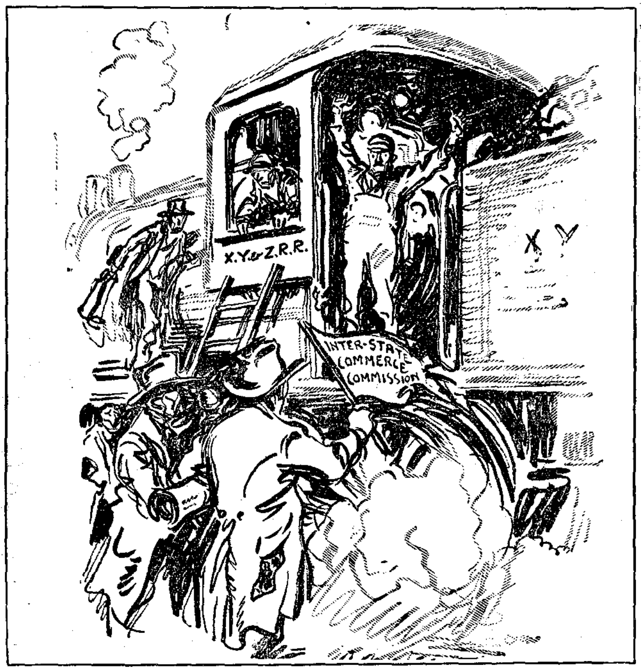
The chief prize of Villa's victory, we read in the Worcester *Gazette*, is "that of being recognized as a belligerent by the nations," a serious question which occurs also to the New York *Evening Post*, while the New York *Herald* considers that "the loss of Torreon would seem to mark the beginning of the end for Huerta." A dark side of the victory occurs to the Hartford *Courant*, which calls it "a sorry day for the people of southern Mexico, subjecting them to misrule and losses from which thus far they have been fairly well protected." How the victory illuminates our policy in Mexico is stated by the Philadelphia *Public Ledger* (Ind.) in these words:

> "Our policy has been not to intervene in Mexico. We have intervened in that we have enfeebled Huerta by a financial blockade and have aided Villa by placing unlimited stores and munitions of war at his disposal. The lifting of the embargo determined the result at Torreon. Yet every triumph of the brigands merely postpones final pacification, for few suppose that this impossible bandit can ever restore peace or be recognized by the United States."

The only consolation we have in "watchfully waiting," says the Washington *Herald* (Ind.) is that "the Mexicans are fiercely striving to exterminate one another, instead of wreaking their bloodthirsty rage on Americans and Europeans." While, in the judgment of the New York *World*, "the future of Constitutionalism depends more upon the integrity of the so-called ex-bandit who has possest himself of Torreon than upon any other man now visible south of the Rio Grande."

THE BITTER CRY OF THE RAILROADS

A FACT, not a tendency, confronts us, is, in brief, the statement of a railroad president who asks the Interstate Commerce Commission for authority to increase the freight-rates of the Eastern railway companies by 5 per cent.; and his feeling about it seems to be shared by most of the press, who agree that it would be unfortunate all around to reduce the roads to beggary. The "crisis" of the railroads, as it is called, declares itself in the reports of the companies which in the seven months ending January 31, 1914, show a loss of net operating income of $51,026,935, or 22.5 per cent., as compared with the corresponding period the year before. Another evidence of railroad hard times exposes itself, we read, in the drastic retrenchment by such great roads as the Pennsylvania and the New York Central, which have had to lay off 63,000 men. The argument of the roads is that State commerce commissions and the Interstate Commerce Commission have together imposed restrictions on railroad management and operation which combine with high prices and high salaries to bring the railroads to penury.



THEY CALL THIS REVOLUTIONARY IN MEXICO.
—Cesare in the New York *Sun*.

But some editors question whether the laying-off of employees in such large numbers is not a "sob-plea" of the railroads to win the sympathy of the Interstate Commerce Commission; and at the same time it is reported from certain quarters that the labor interests are going to find out from the Commission whether it has been really necessary for the railroad companies to discharge their employees on the ground of economy. The facts and figures presented by the companies are accepted by others in the faith in which they are given, despite the recent reported instance of juggling of statistics recorded against one large railroad system. While recognizing the spotty history of railroad exploitation in the past, editors nevertheless generally are inclined to admit that the roads now actually need help in the way of a square deal, but altho this seems to be the judgment of the majority, there are still observers who would remind the roads that their past is not the path of unsullied innocence. Thus, for instance, while admitting that the higher freight-rate is the undeniable due of the railroads if the railroad authorities can prove that the "crisis" is "too serious to be met by economy and efficiency," the New York *World* (Ind. Dem.) argues:

> "In fair dealing let us have a fair start. In justice to investors no less than to shippers and the public, future issues of interstate securities for transportation purposes should be passed upon by competent Federal authority. The Frisco scandal, the Rock Island exploitation, the Alton looting, the almost ruin of the New Haven, have all been wrought by the uncontrolled issue of securities for private profit. Such crimes of high finance have more shaken railroad credit, and now more interfere with finding capital for development, than all the public regulation of which complaint is made. Limit new securities to sums actually required for legitimate railroad development and we may have fewer sudden millionaires, but we shall have better railroads, giving better service to the public."

Similarly urging the necessity of making securities secure, the Chicago *Tribune* (Prog.) says that the shady past of railway financing in this country is accountable for the present frame of mind toward railroad distress. Altho every thinking American, *The Tribune* adds, knows that "distress for the railroads means distress for the nation, relief is reluctant and sympathy is cool." The best arguments offered for the freight-rate increase, we read, are heard with reserve, while "the most startling marshaling of statistics meets suspicion." Naturally the railroad people feel this treatment and account it "a phase of 'the deplorable prejudice against corporations.'" Of course there have been the days of Jay Gould, when railroad-wrecking was "a popular sport," but they are gone forever. And yet, *The Tribune* points out, at the very moment when these men are bewailing the reception accorded their statistics by the opponents of the freight increase, "one of the great railways of the country is charged circumstantially and by high authority with having falsified or manipulated its reports so as to make out its condition to be other than it was, and thus encourage investment in its securities." And *The Tribune* adds:

> "Now in the tribunal of the Interstate Commerce Commission this fact will go only for what it is worth—for its logical bearing, if any, upon questions before the Commission. But with the public, in America and abroad, every American railway security, and even every American security of any kind, is in slight or serious degree affected. Taken with the evil history of past railroad manipulation, and with such contemporaneous outrages as the Frisco and New York & New Haven collapses and with persistent sinister rumors of nepotism and supply graft, the effect not only upon the economic but upon the social and political conditions of the country is serious."

The assertion, widely bruited, that the wholesale discharge of men is merely a ruse of the roads to win sympathy, leads the Troy *Record* to declare that, while the people are inclined to believe the companies are entitled to the rise in freight-rates, still, if this heinous charge should prove to be correct, "there would be an immediate and radical change in the popular view." *The Record* adds that "the situation is a peculiar one, and the railroads should be careful to avoid all suspicion of playing to the galleries or of planning tricks to hasten the consent of the Interstate Commerce Commission." On this point the Pittsburg *Gazette* says that the campaign of the railroads has been "cleverly managed, and events have contributed to give force to their contention, if not support to their arguments." In the words of *The Gazette*, the railroads are putting up "the most stupendous hunger-strike on record." In this connection the Springfield *Republican* observes that "rate regulation will become a farce if the Commission is to be the sport of clamor or the victim of inspired press campaigns," but it reminds us that the person responsible for the direct accusation against the railroads is Clifford Thorne, chairman of the Iowa Railroad Commission, who is in Washington leading the opposition against the petition of the Eastern companies. *The Republican* quotes Mr. Thorne as saying:

> "The discharge of 40,000 men does not prove a solitary fact at issue in this case. It simply proves the colossal power of a few men that can throw 40,000 poor families out of the means of daily sustenance. We knew they had this power before they ever discharged the men. If that is to be the test for deciding this

case, there is absolutely no reason why the same method can not be resorted to a year from now, and the following year, and so on for the future. If such acts are to control the results in cases involving annual returns on a substantial portion of our entire national wealth, then Government regulation is a farce. The sooner we find that out, the better it will be for all concerned, but I can not believe for an instant that such will be the case."

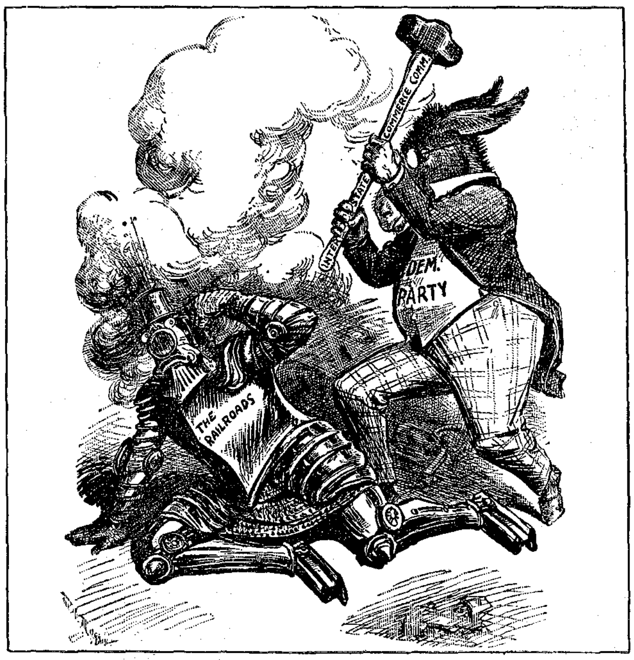
The whole proposal of mending matters for the railroads by an increase of rates is questioned by the Pittsburg *Dispatch*, which asks:

"Is there any class of business in the world which, finding the net result unsatisfactory, attempts to increase its income by raising prices or charges? It is well worth considering whether the truer remedy is not to make shipments more attractive to the public and to increase income. Suppose the increase in rates causes the public to economize on their shipments. Will the change be for the advantage of the railroads?"

In the midst of the discussion a storm of editorial voices is raised in protest to the Interstate Commerce Commission urging that the matter of freight-rates be settled one way or the other at once, or, to adapt an expression of the New York *World*, what began as "a diagnosis" will be prolonged to "an inquest." In the view of the Philadelphia *Public Ledger*, "the delay and hesitancy of the Interstate Commerce Commission is inexplicable," and, firmly persuaded of the justice of the rate increase, it adds:

"The railroads can stand so much and no more. The marvelous material development of the country is reflected in their gross but not in their net earnings. They have been an efficient factor in progress, but they have been legislated, arbitrated, or 'commissioned' out of their share of the resultant prosperity. They reflect, therefore, the first sign of business depression. In fact, their inability to stagger along under the load is largely the cause of the depression that exists. No political or other excesses of which particular railways may have been guilty in past eras can justify retributive excess now by political authority, particularly if it is confiscatory or destructive of efficient service."

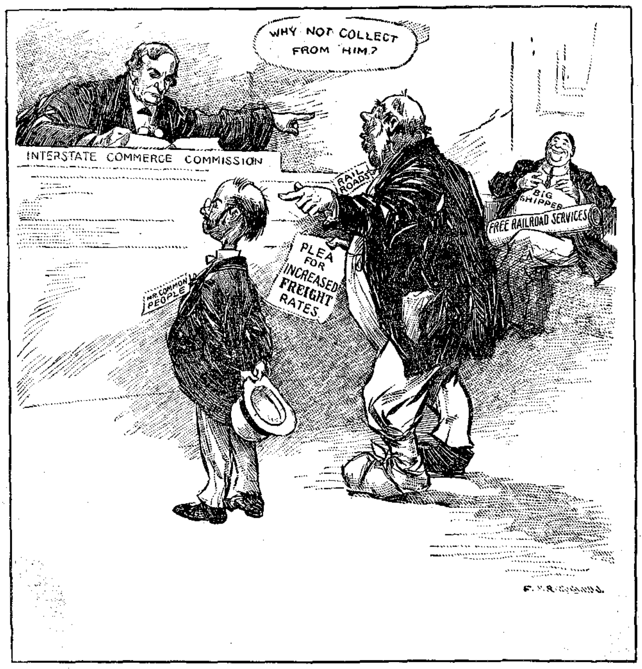
Of similar mind is the New York *Evening Post*, which says that "should the Interstate Commerce Commission long postpone its rate decision, or decide against an increase, there will inevitably be profound sympathy for the honest railroad managers in search of new capital who find themselves thus ground between the upper and the nether millstone." More and more is to be noticed in the press a demand for a "square deal" for the railroads, by which is usually meant an increase in rates. Among this host of supporters is the New York *Sun*, which says that if a wrong answer is given by the Commission "the signs of hard times in the United States to-day are only a foretaste of what is in store." Others favoring railroad relief are the Boston *Transcript*, the Milwaukee *Sentinel*, the Philadelphia *Telegraph* and *Bulletin*, the Chicago *Inter Ocean*, which asks, "Shall the railroads be bled to death?" the *Daily Oklahoman*, the Providence *Journal*, which maintains that "the President should see that the Interstate Commerce Commission is made to realize the seriousness of the railroad situation"; the Rochester *Post-Express*, the Washington *Herald*, the Seattle *Post-Intelligencer*, the Baltimore *Sun* and *American*, the Houston *Chronicle*, the Dallas *News*, the New York *Globe*, *The Wall Street Journal*, the New York *Tribune*, the New York *Times*, the New York *Herald*, which calls the Government "a bully"; the New York *Evening Mail*, the Syracuse *Post-Standard*, the Augusta *Chronicle*, the Brooklyn *Eagle*, the St. Louis *Globe Democrat*, and the Macon *Telegraph*. Many others might also be named. The ideas of these journals might be summed up in the statement that the prosperity of the railroads means the prosperity of the country. They believe, moreover, that the railroads make out a clear case, and they are disposed to question impatiently the accusations of Mr. Thorne, chairman of the Iowa Railroad Commission, as being, in the phrase of the Baltimore *News*, "buncombe evidence." The condition of the Pennsylvania system is concretely stated by Samuel Rea, its president, in his testimony before the Commission, and his analysis applies generally, press reports say, to all other roads:



Copyrighted by the New York Herald.

AFTER THE RAILROADS ARE REDUCED TO JUNK, THEN WHAT?

—Rogers in the New York *Herald*.


WHY NOT COLLECT FROM HIM?
INTERSTATE COMMERCE COMMISSION
RAILROADS
BIG SHIPPER
FREE RAILROAD SERVICES
MR. COMMON PEOPLE
PLEA FOR INCREASED FREIGHT RATES

Copyrighted by the North American Company.

A QUEER SUIT FOR NON-SUPPORT.

—Richards in the Philadelphia *North American*.

"1. The margin of surplus is steadily diminishing, and the company is not receiving any return either on the additional capital invested or for the value of the service rendered and the facilities provided for public use.

"2. Had there been no surplus in earlier years, and had the whole of the improvements been paid for out of capital, the margin would now have reached the vanishing-point.

"3. If surplus steadily decreases, improvements, if made at all, will more and more need to be made out of new capital.

"4. But if the margin of safety decreases, new capital will only be raised with greater difficulty and on more onerous terms.

"5. Indeed, it is questionable whether, if new capital is to continue to earn no income, the directors will be justified in attempting to raise more than a modicum of what they believe necessary, as the effect must be to reduce the percentage return on the shareholders' capital already invested."

TESTING FILIPINO HOME RULE

OUT OF WORK and penniless, many Americans walk the streets of Manila to-day, according to press reports, and to make matters more puzzling, some of them, we read, are married to Filipino women whom they will not abandon, and yet whom they can not very well bring to the United States. The blame for their plight is laid at the doors of the Administration, whose new policy, say adverse critics, while having as its profest object the preliminary testing of the Filipinos for self-government, actually results in the retirement of trained Americans from posts of responsibility in the Philippine government service and the substitution of untrained natives. Editorial observers of this mind note with interest a dispatch from Manila to the Chicago *Daily News* (Ind.), in which Dr. Luther T. Anderson states among other things that in Manila Americans, both Democrats and Republicans, "are practically unanimous in the opinion that the administration of Governor Francis Burton Harrison has already resulted in turning over the government of the Philippines to the Filipinos." The assertions of Dr. Anderson are confirmed by no less an authority than Dean C. Worcester, former Secretary of the Interior of the Philippines from 1901–1913, who is reported as saying that while he does not know the correspondent of the Chicago *Daily News*, he does know that "all that he says of conditions in the Philippines is absolutely true." On the other hand, some maintain that while the procedure of the new administration is bolder, perhaps, its purpose is the same as that of its predecessor, which is "the elevation to a full national consciousness of a subject race in which civilization and education have not yet penetrated far below the upper classes." As an instance of the more direct approach of President Wilson one writer indicates the following passage from the inaugural message of Governor-General Harrison:

> "The Administration will take one step at once and will give to the native citizens of the islands a majority in the appointive commission, and thus in the upper as well as in the lower house of the legislature a majority representation will be secured to them."

We learn also from the press that the Antiimperialist League, expressly disavowing all charges of having any political affiliations, has addrest a letter of approval and commendation to the Governor-General, whose policy, complains Dr. Anderson,

> "has produced an anomalous situation, in which the Filipinos shape the destinies of the islands, while the United States is responsible. Since the Filipinos were given a majority in the upper house, drastic changes have been made in every department. Under the slogan of economy, salaries in all departments have been reduced, thus 'freezing out' American civil-service officials of many years' standing and substituting the spoils for the civil-service system. Every outgoing steamer carries away scores of Americans who have served in the islands since the beginning of the American occupation, and their places are taken by inexperienced Filipinos. The fact that the assemblymen have not reduced their own salaries lends color to the charge that their economy program is essentially anti-American. The economy program is also criticized as penny-wise. The bureau of land registration has been abolished and its work transferred to the courts of first instance, altho the courts hitherto have been unable to catch up with their dockets, while the land bureau was 50,000 registrations behind. The bureau of navigation also has been abolished and the coast-guard vessels are offered for sale. The Philippines, with a coast-line longer than that of the United States, now lack facilities for preventing smuggling and gun-running. The present administration undoubtedly is responsible for the loss of American prestige in the islands. At public assemblies Filipino bands, instead of playing 'The Star-Spangled Banner,' play 'Aguinaldo's March,' calling it the national air."

This account of present conditions in the Philippines, as is stated above, is verified by Dean C. Worcester, who is reported in the New York *Sun* as saying that he hopes the present "fatal" policy is that of Governor Harrison and not of the Democratic Administration, because besides ruining the morale of the government service, it is checking the tide of prosperity in the islands. This remark ex-Secretary Worcester explains as follows:

> "The trade in the Philippines had grown enormously during a decade and a half of American rule, and the insular revenues, derived in large measure from customs receipts and internal-revenue collections, had in consequence steadily increased. It remained for a Democratic Administration to check this tide of prosperity. There has been a lamentable slump in business on which government collections are made, due to the fear of conservative Filipinos, who have something to lose, that they were going to get independence, and their consequent inclination to save their money against a rainy day, while a Democratic Congress has abolished the export taxes, from which were derived a cool million dollars a year. The present Administration is indeed confronted by the necessity for economy in the Philippines, but it is due to a decrease in resources, for which that Administration is directly responsible. And it is poor economy to replace experienced executives who control large expenditures with lower-salaried but inexperienced or incompetent men of whatever nationality. Manila is full to-day of Americans who are hard up. Many of them, expecting to make their permanent home in the islands, have married native women. They can't very well bring them to this country, and they will not desert their wives."

"Fatal" is the proper word to describe Governor Harrison's policy, observes the New York *Press* (Prog.), referring to ex-Secretary Worcester's statement, and it recalls the argument that "years and probably generations must pass before the natives as a whole are fit for self-government." Differing with this view is that of a writer in the New York *Evening Post* who sees in the Administration's management of the Philippine situation a reminiscence of the guiding hand of President Wilson when he was Governor of New Jersey, and cites the founding of a Philippine Public Utilities Commission, on the New Jersey model, the chairman of which is a native judge, while the other two members are Americans, one new to the islands, the other a resident since 1902. We are informed, too, that Governor-General Harrison read his message to the assembly, after the manner of a higher authority, and that:

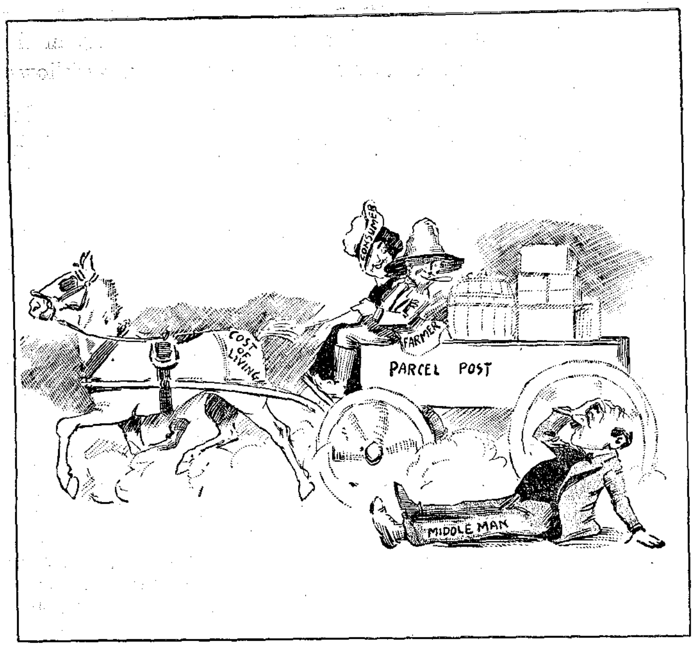
> "He did not come before the legislature to promise them all sorts of things or show how they could increase their popularity through the country. He did exactly the opposite. He asked no less than a curtailment of all government expenses to meet the financial stringency in the islands caused by changes in the American tariff and the decrease in revenue due to the falling off of the imports of rice. That meant that the members could not continue to go back home and point out roads, schools, public buildings, and the like which they had secured for their constituents. It meant that the 'pork-barrel,' as we call it, was being sealed up. More than this, Governor-General Harrison asked that the first step in curtailment be the cutting of all salaries. This would not only drop his own an appreciable sum, but would cut a good-sized slice off those of the assemblymen themselves."

A signal victory due to the Administration's extension of power to the natives, this writer avers, is that after a three-years' failure a General Appropriation Bill is passed, and he relates that:

> "Ever since 1910, a deadlock has existed between the native legislature and the American-controlled upper house, and government has been financed only by a constitutional provision that where no bill is passed the last one accepted shall hold over. This year, however, under the stimulus of the great changes, the Appropriation Bill was swept through with unanimous acclaim, and all differences were forgotten in the general harmony of the present situation. Incidentally, that bill, by saving $1,000,000 through the cutting of salaries of 100 higher officials and by other economies, is expected to avert the treasury deficit impending when the new Administration came into power."

Just how closely the Filipinos approach to self-government at present is also indicated by this writer, who alludes, moreover, to the manner in which Americans accept the new order of things. We read:

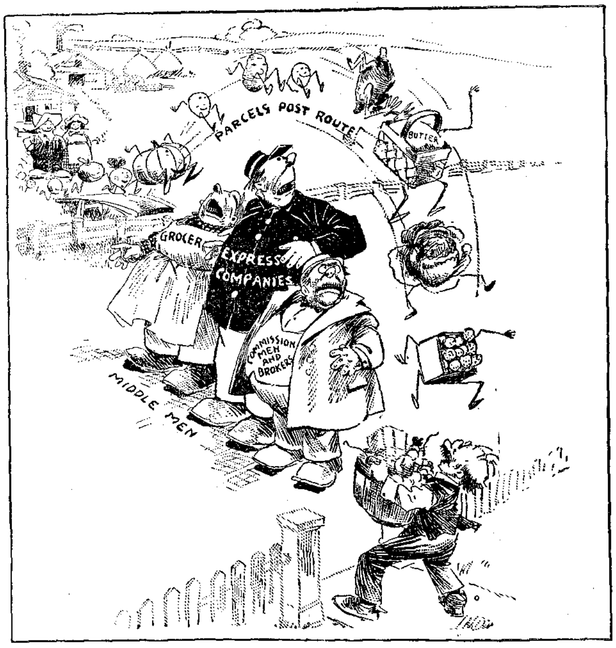
> "At present natives monopolize municipal offices and the



Copyrighted by the New York Times Company.

THE FARMER—"Now that he's off, it'll be easier on the horse."

—Marcus in the New York *Times*.



ANTE ANTE OVER.

—Darling in the Des Moines *Register and Leader*.

HOW THE PARCEL POST IS GETTING OVER THE ROAD.

assembly; they predominate in the provincial governments and the Commission. Americans, still retaining the majority of the largest political, administrative, and technical positions of the central government, continue to hold the final power, but it is a thin wall between the natives and complete self-government. It is largely a question of a few individual men, for if the natives prove themselves capable, there is reason to think they will be chosen to fill vacancies as they occur in the small rear-guard of American control. By and large, the Americans have accepted the changes with good grace. They have realized that the United States is pledged to lead the islands on in the way of independence, and they are willing to sit by to watch the result. The next few years will be critical ones in the world's colonial history. They will test out the soundness of America's faith in democracy and independence for the history of this unique experiment in subject people."

"DARKEST" NEW ENGLAND

IT IS EASY, perhaps, and not a little comforting, for people in other sections of the country to agree with Mr. Lincoln Steffens that "New England is the darkest part of the country." But most New England editors who notice this charge deny it flatly, or dispute Mr. Steffens's right to speak with authority, tho a few admit the existence of one or two slight flaws. Included in his "darkest New England" are "trusted Boston and exploited Massachusetts; drunken, prohibitionist Maine; rich, little, old, purchasable Rhode Island; beautiful, dying Vermont and New Hampshire; and meanest, crookedest Connecticut." From top to bottom, this veteran exposer of civic wickedness declares in the April *Metropolitan*, the land of the Puritan and the Abolitionist is corrupted. One specific assertion is that in all of these States "voters take cash bribes at the polls." True, admits this observer, "legislators are purchased everywhere in the United States," but, he adds, except in a few places among certain classes, "the common people do not habitually take bribes—outside of New England." But there—"the good old American stock out in the country and in the small towns" is "regularly for sale," and the practise "is so old that it has corrupted the very thinking of men." And Mr. Steffens goes on to tell that—

"In Rhode Island, where I made a study of the conditions, clergymen condoned the system; and in Connecticut, where I live, my acquaintances, knowing my curiosity about such things, often ask me as they arrive at the polls what votes are 'fetching.' Once on my way home I met three descendants of old families of our town who stopt me to inquire about their market, and when I told them that the leaders of the two parties had got together and were refusing to pay a cent to any voter, my neighbors turned back with me. They 'wouldn't vote for nothing for nobody.' After another election I had what was characterized as 'a joke' on some of my friends. I discovered that while the 'white' voters, selling by retail, had got $2.25 a head, the 'dagoes,' going by job lots, had brought $2.50 a head."

And if these good old New Englanders are cheap, "so are their representatives," concludes this writer after citing an instance of legislative bribery. And he asserts that "the governments of Connecticut, Rhode Island, Vermont, New Hampshire, and Maine are corrupted by, and they represent, their railroads, public service, and other special interests."

In the West legislatures have been corrupted in the past, but progressive ideas are now uppermost there. New England has felt them but little as yet:

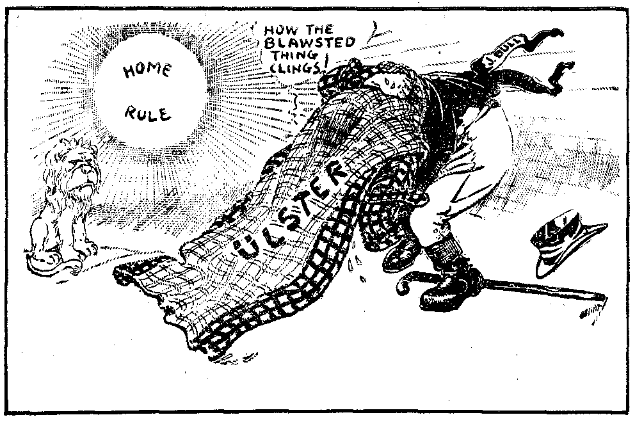
"The progressive motion in New England is not radical; it is more conservative than the West, and in two States, Connecticut and Vermont, there is all the appearance of political and social death. . . . . . .

"There is little vitality of any sort. There is degeneracy; not only political, moral, and mental, but physical. Statistics show insanity, and direct inquiry shows the most abnormal sex decadence."

The New England press are not so deeply stirred by this attack as some might expect. We can find in both Rhode Island and Connecticut papers admissions that vote-buying does exist, tho it is declared that a "rotten-borough" system of representation is a greater evil, and that much earnest work is being done to wipe out both conditions. In Rhode Island, where the legislature has recently put off action on the "anachronistic feature of the ballot law" requiring a property qualification for voters, the Providence *Journal* says:

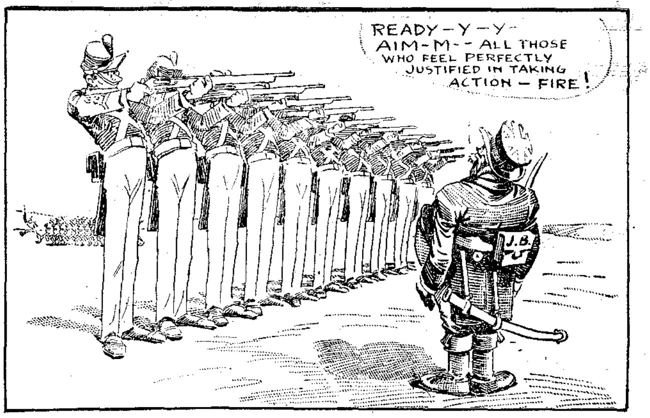
"The Republican party in this State has lived and fattened on corruption for many years. Its rotten-borough strongholds, where votes are shamelessly bought and sold at every election, have made our political conditions a byword and a shame from one end of the country to the other."

Coming westward we find the Bridgeport *Telegram* admitting that there is some vote-buying in Connecticut; but it is now "a


HOME RULE
HOW THE BLAWSTED THING CLINGS!
J. BULL
ULSTER

THAT AWKWARD MOMENT—SHEDDING THE ULSTER.

—Bradley in the Chicago *News*.


READY-Y-Y- AIM-M-- ALL THOSE WHO FEEL PERFECTLY JUSTIFIED IN TAKING ACTION — FIRE!
J.B.

WHY NOT?

—Williams in the Indianapolis *News*.

AMERICAN VIEWS OF JOHN BULL'S PREDICAMENT.

negligible quantity in elections throughout the State," and "Mr. Steffens is wholly wrong," because

> "He has drawn a picture of individual corruption and upon it has built a picture of a corrupt State. As a matter of fact, the average voter in Connecticut is thoroughly honest and conscientious, but he is hampered and held back by an outgrown, outworn, and dangerous rotten-borough system."

Each town, it seems, sends two representatives to the lower house of the Connecticut legislature, so that, as *The Telegram* notes, three small towns with a total population of 1,095 have an equal voice with the cities of Bridgeport, Hartford, and New Haven, with a combined population of 364,000. And the beneficiaries of this system show no signs of willingness to give up their advantage. Other Connecticut dailies are less patient with their fellow citizen, as Mr. Steffens's present residence in Greenwich entitles him to be called, and the Waterbury *American* and the New Britain *Herald* agree with the New Haven *Register* that "his irresponsible allegations deserve nothing more explicit than a general denial."

From western Massachusetts comes the Pittsfield *Eagle's* calm observation that "men of far greater intelligence and more patience than Steffens possesses know that, in Massachusetts at any rate, the standard of government, both municipal and State, is exceptionally high." So far as Vermont is concerned, the Rutland *Herald* informs Mr. Steffens he is twenty years behind the times, for "he should know that a candid survey of the situation would disclose that no sinister corporate influences upon the legislature and the courts of this State have been operative for that length of time, and that bribery at the polls in this State is but a dim memory." And the other New England States are defended by the Littleton (N. H.) *Courier*, which calls Mr. Steffens's adjectives "false and misleading"—

> "Because its liquor laws are violated, as the liquor laws of every other State in the Union are violated, always have been violated, and always will be violated until the millennium comes, the pine-tree State is 'drunken Maine.'
>
> "Because our population is shifting and changing, to meet altered economic conditions and demands, New Hampshire is 'dying.' . . . . . .
>
> "New Hampshire is more alive to-day than ever before to her opportunities and her resources, as well as to her needs and her shortcomings. And we believe that we can prove it, even to Mr. Steffens."

Such are the protests and explanations evoked by the Steffens charges. Returning to the *Metropolitan* article, we find the admission that there is an element of truth in the explanation of the New England decay, as due to the departure of so many of "the bravest and most energetic" for the cities and the far West. But Mr. Steffens has a theory of his own. New Englanders "are corrupted, not corrupt"; if the sources of corruption were to be stopt up, these people would revive. The writer suggests that if the inhabitants of these five "dead" States could be transported into some new territory, as, for instance, Alaska, they would thrive and build up "a living society of American men and women."

Mr. Steffens further explains that "the high ideals of New England," instead of preserving good government, "are one cause of the degradation of the American race in New England." That is, the respectable people of the section are so satisfied with their systems of "good government" by the "best people" that they are willing even to debauch the electorate to continue it. One prominent ex-Senator, we are told, spoke for all his kind when he said:

> "I don't believe there's a more honest man in Connecticut than he who for 'a day's work' goes to the polls and votes as you want him to."

TOPICS IN BRIEF

Spain has signed an arbitration treaty with us, indicating that experience is a great teacher.—*Pensacola News*.

Between Ulsters and petticoats, England appears quite capable of keeping in trouble continually.—*Houston Chronicle*.

Some enterprising firm had better start cheap excursions to America, so that we can see the old masters occasionally.—*London Globe*.

Possibly the President could solve two problems at once by transporting the New Haven system to Alaska.—*New Orleans Times Democrat*.

The Ulster situation isn't half so interesting as the manner in which Bernard Shaw will sum it up when he gets around on the job.—*New York Evening Sun*.

Morris Sabath and Harry Sabath have been found guilty of gambling in Chicago. Billy Sunday, of course, belongs to another branch of the family.—*Philadelphia North American*.

Probably there is no evil in the headline which reads "President Will Relieve Railroads," but the railroads have been relieved of so many things that they are nervous.—*Boston Advertiser*.

"Herald's" prosperity bulletin, telling of a factory manufacturing coffin-handles working overtime, reestablishes the national reputation for a sense of humor endangered by Ambassador Page.—*Wall Street Journal*.

There will not be two Mexicos. Too much is enough.—*Philadelphia Public Ledger*.

It is a British soldier's duty to obey orders if he approves of them.—*Rochester Post-Express*.

If there were direct primaries in England it is doubtful if the King could be renominated.—*New York World*.

Champ Clark has found one feature of the Baltimore convention that meets with his unqualified approval.—*Washington Post*.

Another fear is that England's "thin red line" may grow too thin for practical purposes in case of an emergency.—*Indianapolis News*.

Railroad men in the South have decided to unite against robbers. They'd better be careful. Rebellion against the Government is treason.—*Kansas City Journal*.

The German sent to jail for thirty months for insulting, challenging, and killing a brother officer couldn't have fared much worse if he had criticized the Kaiser's mustache.—*Boston Transcript*.

The fact was made public at the Willimantic Conference that twenty-three Methodist ministers in New England are paid only $500 a year or less for their pastoral work. That is an income a church-raider would scorn.—*New York World*.

ULSTER SEEN FROM TWO ANGLES

ONE BEAUTY of the Home Rule situation in Great Britain is that each side sees victory just ahead. Each is absolutely sure of the justice of its cause and perfectly certain that the other side is totally wrong. Thus Mr. H. Hamilton Fyfe, correspondent of the London *Daily Mail*, writes from Londonderry to refute the idea that the Ulstermen are at all affected by religious bigotry. Nothing could possibly be further from their thoughts, we are assured. "Ulstermen," he exclaims, "those descendants of Scottish Covenanters, are too clear-headed and too practical to be dominated by religious bigotry." Instead of treating their religious opponents as "a population of under-dogs," kept out of public office, unrepresented in public bodies, "ground down beneath the heels of a bigoted Orange majority," as some claim, he avers that quite the contrary is the case, and gives the following figures to show that the Catholics have a larger share in public office, proportionately to their numbers, than the Protestants. To quote his statements made from his headquarters in Londonderry, concerning the Catholic office-holders:

"On the county councils they have 112 members (population 690,134), and the Protestants 123 (population 886,333). This means that, while each Protestant county councillor stands for 7,000 electors, each Catholic county councillor stands for 6,000. In other words, the Catholics of Ulster have more county councillors than they are entitled to. Contrast this with the representation of Protestants in the provinces where they are outnumbered. Here are the figures:

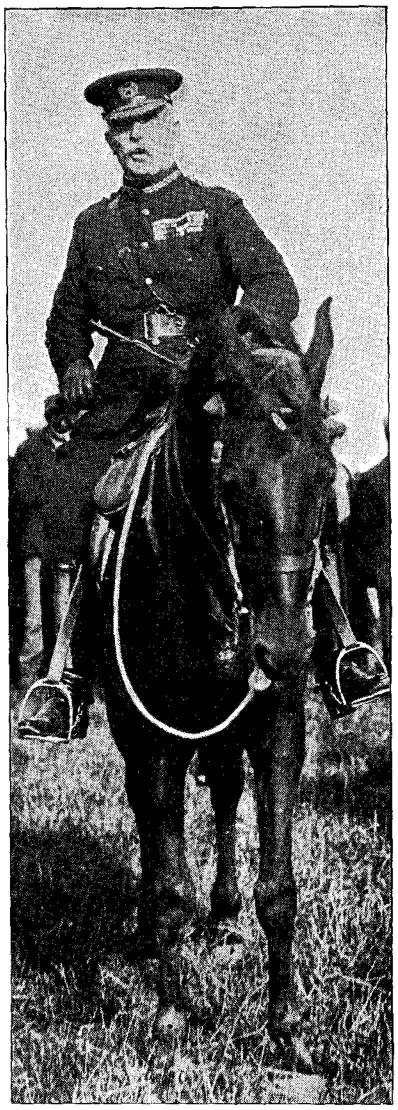
	Roman Catholics	*Protestants*
Connaught	587,237	23,273
County Councillors	227	1
Munster	972,172	60,715
County Councillors	227	2
Leinster	989,113	170,230
County Councillors	332	13

"Roughly, therefore, each Roman Catholic councillor in Leinster stands for 3,000 Roman Catholics, while each Protestant councillor stands for 13,000 Protestants. In Munster the proportions are 4,000 and 30,000; in Connaught 3,000 and 23,000. Where is the 'ascendency'—in Ulster or the rest of Ireland?

"Examine the public appointments in the four most Protestant counties of Ulster and they tell the same tale:

County	*Proportion of R. C.'s to population*	*Proportion of public offices held by R. C.'s*
Antrim	20%	22%
Down	32%	29%
Armagh	45%	48%
Derry	41%	38%

"In Belfast the Catholics are only a quarter of the population; yet far more than a quarter of the public offices are held by Catholics. The actual figure is 37 per cent. What about 'dominating' and 'riding roughshod'? Even Home Rulers admit that this is 'nonsense talk.'"



Copyrighted by the International News Service.

FIELD-MARSHAL SIR JOHN FRENCH,

At the head of the British Army, who resigned, with the Adjutant-General, when the Government repudiated Colonel Seely's pledge not to use the Army against Ulster.

Business, not religion, is at the bottom of the Ulster rebellion, he finds. Ulster is trembling for her industries—the source of her prosperity. Ulstermen shudder at the thought of being dragged from under the egis of a London Parliament. The Irish Nationalist leaders seem to be regarded in a strangely piratical aspect in Ulster, to judge from this passage in Mr. Fyfe's story. The state of mind it reveals may appear incredible to some, but that it exists in Ulster is a fact to be reckoned with in this crisis:

"Well, having disposed of the legend that Ulster's objection to Home Rule springs from a desire to keep up this fictitious 'Protestant tyranny,' I set myself to find out, by talking to people, what their motive really was. I soon discovered that it was fear. Ulster is afraid of a Home Rule parliament, afraid for her prosperity, which is so much greater than that of the other provinces, afraid for her industries, afraid for her liberties, afraid for her well-being and her connection with Great Britain. Ulster can not forget Mr. Redmond's words, 'Our ultimate goal is national independence,' nor Mr. Devlin's words, 'I believe in the separation of Ireland from England.' 'These two men,' said a soldier-landowner, 'are the leaders of Irish Nationalism. They have never recanted these declarations. They will not recant them now.'

"Nor can Ulster forget that Mr. Patrick Ford said, 'Every Irish attack on England should include Belfast,' and that he looked forward to 'the destruction of Belfast's linen industry.' Did Mr. Redmond denounce Mr. Ford? Did he even venture to disagree? No, he called him the 'purest patriot' he had ever known!

"Even if there were no desire for separation, no virulent hatred of Ulster, the Ulster manufacturers would object to being ruled by a Parliament 70 per cent. of which would represent the interests of small farmers.

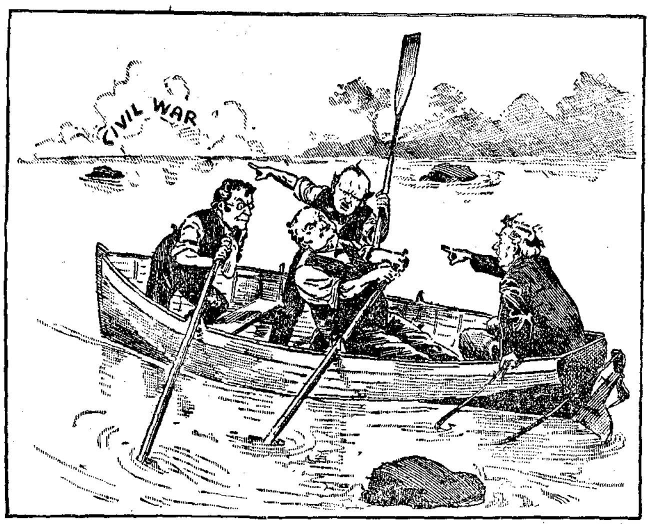
"A banker exprest the fear that under a Home Rule Parliament credit would fall. A manufacturer said that he was afraid of taxation on industries, and the harassing of employers by further troops of inspectors, who would be both incompetent and ill-natured. The owner of a big engineering concern told me how he had built up his business from a small 'shop' employing half a dozen men until now it gives work to several hundreds. This is what the South is jealous of. In the South they have equal advantages. Why haven't they created industries? Because they are lazy. When increased taxes are needed, as they certainly will be, there is nothing to tax down there. They will clap special taxation on to us."

Mr. Fyfe then considers the possibility of civil war and how alone it can be prevented:

"To people in England many of the apprehensions felt by Ulstermen must seem fantastic. But the Ulstermen vehemently insist upon the reality of the danger, and they are prepared to fight sooner than expose themselves to it. Of that no one who comes among them can have any doubt. If their fears are disregarded and an attempt is made to dragoon them, there will be civil war."

Turning now to the other side, all these statements of Mr.

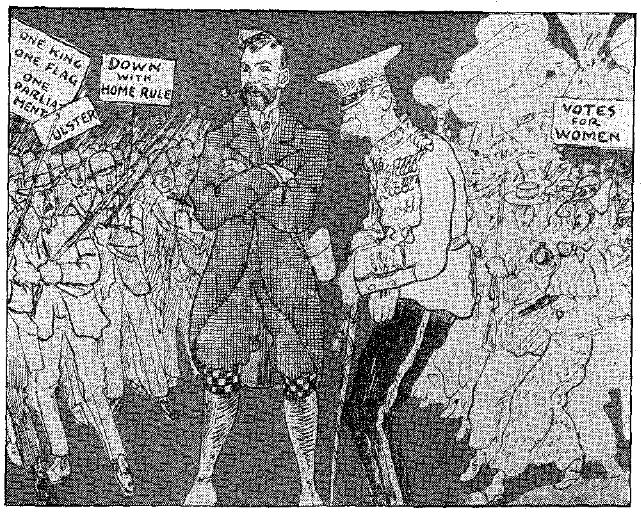
DRURY COLLEGE LIBRARY
Springfield, Missouri
45105



A BAD TIME FOR DIVIDED COUNSELS.

Is the British governmental crew approaching a cataract?

—*Pall Mall Gazette* (London).


ONE KING ONE FLAG ONE PARLIAMENT
ULSTER
DOWN WITH HOME RULE
VOTES FOR WOMEN

DEARTH AMID PLENTY.

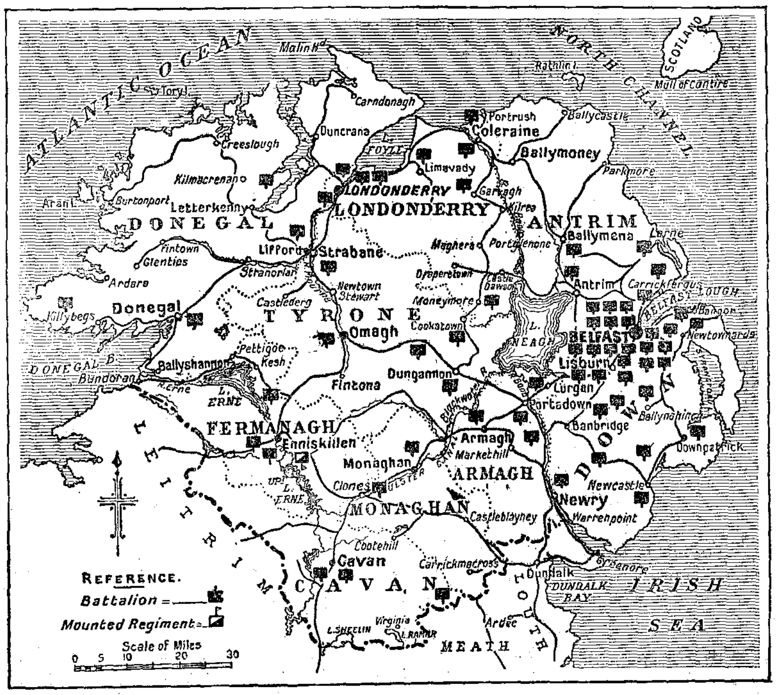
ROBERTS (to George V.)—"And to think that our officers find it so hard to enlist recruits!"

—*Fischietto* (Turin).

STIRRING TIMES IN BRITAIN.

Fyfe are swept away like chaff by the Home Rule arguments, declares the Dublin *Weekly Freeman*. The clever correspondent of the London *Daily Mail* sets out to say what the Unionists want, but, replies the Irish paper, it is a question whether they know what they want, and their threats of armed resistance are nothing but bluff. Mr. Asquith made them a generous offer of exclusion from Home Rule for six years, during which time a general election would give the verdict of Britain upon their case. What are they going to do about it?

"The magnificent steadiness of the Irish people behind our leaders since Mr. Asquith's statement of his proposals to Orange Ulster is accountable, almost entirely, for the fact that every day in the interval has seen the position improved from the Home Ruler's point of view. The loyalty and invincible unity of our nation have been the deciding factor. It has, indeed, left the Carsonite crew in a sorely perplexed position. They do not know what to do or say. They have nowhere to turn for help. We have merely the spectacle of a crowd of leaders who are not agreed among themselves upon a single point of policy, and who are bewildered by the crisis which has caught them in its grip and holds them relentlessly. It is impossible to take pity on them. They have bluffed so long and, as they fondly imagined, so successfully, that they thought bluff would serve to the end. They never thought that the day would come when their life or death as politicians would depend upon a simple Yes or No. You can't bluff much in such an eventuality. What all intelligent citizens now want is a straight answer to a plain question—a Yes or a No. Guns, wooden or otherwise, ambulance staffs, male or female, signaling corps or motor-cycle infantry do not answer this purpose. But the Yes or No is beyond them, and so they are doomed to further discredit before the British people and the world. Either they don't know what they want, or for some reason or other they are afraid to say it. Hence it is that the proposals of Mr. Asquith are the most deadly blow they have yet received. If they had not been mere bluffers, if they had not been simply trying to put their fingers in England's eye, this new situation would not have puzzled them a bit. But their civil war was and is civil idiocy, their warlike preparations are the work of the Orange Press Bureau; their cry for a general election is utterly dishonest; their clamor for exclusion wholly insincere. Therefore, they flounder about, knocked into consternation by the two little monosyllables, Yes and No. Well, the Government have taken their size. And Great Britain has sized them up, and hence the very altered tone of the Unionist press. All goes well. The political insight and instinct of our leaders are being justified every day that passes. We have not now much longer to wait for the day for which we pined."


ATLANTIC OCEAN
NORTH CHANNEL
SCOTLAND
Mull of Cantire
Rathlin I.
Malin Hd.
Tory I.
Carndonagh
Duncrana
L. FOYLE
Creeslough
Kilmacrenan
Aran I.
Burtonport
Letterkenny
DONEGAL
Lifford
Fintown
Glenties
Ardara
Stranorlar
Donegal
Killybegs
DONEGAL B.
Bundoran
Ballyshannon
Pettigoe
Kesh
R. Erne
L. ERNE
Castlederg
Newtown Stewart
TYRONE
Omagh
Fintona
Strabane
LONDONDERRY
Londonderry
Limavady
Portrush
Coleraine
Ballymoney
Ballycastle
Parkmore
Garvagh
Kilrea
ANTRIM
Ballymena
Larne
Maghera
Portglenone
Draperstown
Castle Dawson
Moneymore
Cookstown
Dungannon
L. NEAGH
Antrim
Carrickfergus
BELFAST LOUGH
Bangor
BELFAST
Newtownards
Lisburn
Lurgan
Portadown
Banbridge
Ballynahinch
Downpatrick
DOWN
Armagh
Markethill
ARMAGH
Blackwater
ULSTER CANAL
FERMANAGH
Enniskillen
Monaghan
UP. L. ERNE
Clones
MONAGHAN
Castleblayney
Newry
Newcastle
Warrenpoint
Cootehill
Cavan
Carrickmacross
CAVAN
Dundalk
DUNDALK BAY
Greenore
LOUTH
IRISH SEA
LEITRIM
L. SHEELIN
Virginia
L. RAMOR
Ardee
MEATH
REFERENCE.
Battalion =
Mounted Regiment =
Scale of Miles
0 5 10 20 30

DISTRIBUTION OF THE ULSTER VOLUNTEER FORCES.

—*The Times* (London).

SWEDEN'S CALL TO ARMS

THE UNEASINESS of the head that wears a crown is now being illustrated in several parts of Europe simultaneously. The recklessness of the new King of Albania in trying to tame the wild bandits of the hills is causing anxiety among his relatives and friends. King George V. could almost hear the cheers and shouts of approval that shook the great hall of Westminster the other day as a radical member of Parliament denounced his interference with Home Rule. And to the northward, King Gustav of Sweden had to listen to a parade of from 30,000 to 50,000 Socialists marching through the streets of his capital and shouting for a republic. As recently outlined in these pages, Gustav came out with a militaristic policy without consulting his ministry, and, in fact, in opposition to their wishes, so they resigned and he chose a new ministry who share his views. The question now is whether the country will support them in the coming election. Some evidence that it will is seen in the vast throng of 30,000 peasants, small landholders, and independent farmers who gathered at Stockholm and heard with thunders of applause the King's declaration that Sweden must arm at once, a statement taken by his critics as the assumption of personal rule. A favorable view of the King's action, high-handed as the Liberals style it, might be gathered from the Conservative press of Sweden, but is thus ably summarized by the New York *Scandinavian Review*, whose readers have left their native monarchies to live in our Republic:

> "Perhaps no nation to-day but Sweden, where personality and spontaneity are not yet wiped out, could have produced such a demonstration as the *Bondetåg* or Yeoman's March to the King on February 6. Often enough, starving city mobs have tried to approach their ruler with appeal or menace, or the citizens of a country, grown strong, have gone to wrest their rights from an unwilling Government. But the freeholders of Sweden came thirty thousand strong from all parts of the country, under the provincial banners that led their fathers in glorious wars, not to demand anything, but to offer the King their wealth in the service of the fatherland. It must be remembered that the Swedish *bonde*, or *odalman*, is no peasant in the south European sense, but a freeholder accustomed from ancient times to meeting his king face to face, accustomed to make generous response to the personal appeal of the sovereign. 'From time immemorial the yeomen of Sweden have tilled the soil over which they themselves and no foreign intruder held sway,' said the call issued by a group of *odalmän* to their fellows. 'We who now till the free soil of Sweden wish to preserve it for our descendants. We wish to leave them undisturbed the right to reap new harvests for their own livelihood and for the prosperity of the fatherland from this soil, which must always remain Swedish. The fatherland is the one thing that must be guarded above all else. To lose its liberty or independence is to lose life itself.' It was the ancient spirit of Sweden, organized by modern means of communication. The city of Stockholm opened wide its hospitable doors, and the churches held special services where the battle-hymn of Gustavus Adolphus rose from thousands of lusty throats.
>
> "The King's manly and direct reply to the yeomen, espousing as it did the program of military experts for immediate action, in a speech, which was made without consultation with the Prime Minister, Mr. Staaff, caused the resignation of the Liberal Ministry, who were committed to a more gradual strengthening of the defenses of the country. Whatever may be the political outcome, there can be no doubt that King Gustav has the sympathy of the people of Sweden. . . . . . .
>
> "Altho a counter-demonstration, organized by the Socialists to protest against the burdens of taxation demanded by the military program numbered 30,000, its influence was swept away in the wave of enthusiasm that followed in the wake of the *Bondetåg*. Seventy thousand names were signed to the telegrams assuring the King that other yeomen all over the country were as ready to sacrifice for the fatherland as those who brought him the message in person. One group of citizens after another hastened to add their promise of loyal support. Addresses were sent by scientists, artists, authors, and business men. From the universities of Lund, Upsala, and Göteborg 3,300 students came to assure the King that the youth of the country was with him—no mere lyrical outburst, since one of the points in the new army program is the lengthening of military service for students. The white-capped, singing crowds 'like the onward rush of white-crested spring floods,' were as impressive in their fresh young enthusiasm as the grave, earnest rank of the *Bondetåg*. Mass-meetings of citizens were held in various cities on Sunday, February 22, and in Stockholm alone an assembly of 6,000 people sent the King an address of thanks for his speech to the yeomen.
>
> "While King Gustav has declared that he has no desire to revive a 'personal monarchy,' the late events have shown how deep a hold monarchial institutions have over the Swedish nation. By his quick and true comprehension of his people the King has become, in fact, the personal leader in that new movement which has fused radical and conservative, peace-worker and militarist, in devotion to the fatherland. Even where some technical criticism of the King's action in addressing the *Bondetåg* without consulting his ministers is admitted, there is a tendency to brush it aside as immaterial. The idea that the King alone in all Sweden should be denied the right of free speech seems to the Swedes a ridiculous parliamentary tyranny unworthy of a free people."

Copyrighted by the International News Service.

SACRIFICED TO SAVE THE CABINET.

Colonel Seely, British Secretary for War, who, with Lord Morley, made the unauthorized pledge that the Army would not be used against Ulster. In the storm that followed Colonel Seely resigned, accepting all the blame. Premier Asquith takes his place as Secretary for War and retires from the House of Commons pending reelection by his constituents.

For a Socialist view of the demonstrations of loyalty to Gustav we naturally turn to the *Vorwärts* (Berlin), which gives this very different picture:

> "The bad news of the ministerial resignations brought fear upon the folk. It was, indeed, only the King's 'loyal adherents' that caused any scandal. On Tuesday, as soon as the resignation of the Cabinet was known, these 'best people' behaved in the most scandalous manner. They crowded into the restaurants and shouted out their undying loyalty to the principle of personal regimen. The royal anthem was sung over and over again by these loafers, and the orchestras in the restaurants vied with one another in attempting new variations on this solemn air. But the visitors did not stop at that. These men of lacquered boots roundly abused the other guests unless they stood up and joined in the hymn. An editor of the Stockholm *Social Democrat* was publicly insulted by them."

But, we are assured,

> "The doings of this hurrahing crowd were by no means typical of general public opinion. Numberless political gatherings throughout the country protested against the establishment of a personal regimen and exprest their thanks to the Government for standing their ground. Numberless expressions of sympathy reached the Prime Minister from all parts of the country, and while one day the Conservative students give homage to the King, the Liberal students the following morning thronged to express to the Prime Minister their sympathy with him in his position."

Some of the English papers say that "the King's crown is in peril." The best comment on this statement is to be found, perhaps, in a letter of the *Pester Lloyd's* Stockholm correspondent, who writes:

> "As ex-Premier Staaff left the Parliament building this afternoon more than a hundred people escorted him to his house and delivered to him an enthusiastic address. Many of them subsequently repaired to the house of the Socialist leader Branting, and, amid cries of 'Long live the Republic!' marched through the streets. The police dispersed the crowd and just prevented a collision between two bands of students, one shouting for the King and another replying with noisy salutations to the Republic."—*Translations made for* THE LITERARY DIGEST.

Copyrighted by the International News Service.

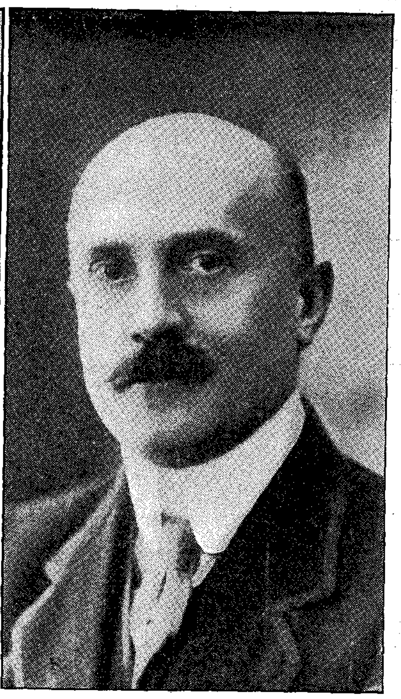
GASTON CALMETTE,

Editor of the Paris *Figaro*, killed by Madame Caillaux.

Photo by Underwood & Underwood.

MADAME CAILLAUX,

Seemingly in some such mood as when she faced her husband's foe.



Copyrighted by the International News Service.

JOSEPH CAILLAUX,

French Minister of Finance, who resigned after his wife's crime.

CENTRAL FIGURES IN THE FRENCH TRAGEDY.

THE CALMETTE-CAILLAUX TRAGEDY

"BEFORE this monstrous thing I have not the strength to write more," says Paul Bourget, the eminent French writer, in concluding his tribute in the *Figaro* to Gaston Calmette. She who killed the famous editor is not of the Charlotte Corday class of women, no heroine even of what the French call "a drama of passion," where love, jealousy, or the sense of betrayal points the pistol or drives home the steel. Mme. Caillaux profest to be avenging the bitter treatment dealt out to her husband by the editor of the *Figaro*, who kept to the course he was taking, according to Mr. Bourget, merely because "he considered it a professional duty." And this eloquent writer adds:

> "He was the victim of a murder which compels those most blind to recognize toward what goal is rushing a godless society which believes itself to be the civilization of the future, while it represents the most fearful retrogression toward barbarism."

Many of the Paris journals take this broad view of the incident and quote the pessimistic predictions of some French writers that the Republic is to end in "a slough of bloody mire." Others blame Gaston Calmette for rummaging in the private waste-basket of the Caillaux family, and threatening to publish matter to the disgrace of both man and wife. His dying words, however, exprest his own self-justification—"I have done my duty." As the cable dispatches have already told, Mme. Joseph Caillaux, wife of the French Minister of Finance, paid a visit to the office of the *Figaro*, was received by the editor, Mr. Gaston Calmette, and shot him dead. Mr. Calmette, we are told, fell without a word while four other shots were fired from Mme. Caillaux's small automatic pistol. The *Figaro* had been concerned in a bitter attack upon the integrity of Mr. Caillaux and had recently published a private letter he had written to his wife before their marriage, in which certain political secrets were revealed. Mr. Caillaux, on hearing of Mr. Calmette's murder by his wife, immediately resigned his place in the Government. The press of Paris are naturally unanimous in their condemnation of this deed and in their attempted analysis of the condition of public and political opinion such as renders a like scandal possible. Thus the *Echo de Paris* speaks in the following terms:

> "Is not the action of Mme. Caillaux, in some sort, one of the fatal results of this régime of moral anarchy and social disorganization? France has sapped the solidity of all beliefs, has scouted all traditions, has broken every tie, and despised all sentiments of honor and of duty. Little by little men have come to treat those who remain fast in their convictions which are so noble and so proud as if they were insane, witless, and without moral standards. From head to foot the community is diseased, the contempt for a moral person results in a contempt for human life. People commit suicide or homicide when they meet with the slightest opposition, and here is the wife of a cabinet minister who brings into the political arena that irresistible argument, the repeating pistol."

The *Action Française* recalls the prediction of Thiers that the Republic would end in "blood and mire," and the monarchical *Gaulois* says similarly:

> "Once more is being fulfilled the saying of a Republican that the Republic would end in blood. Where are we now? And what sort of a régime is this, where the wives of ministers assassinate the men who do not approve of their husbands' policy?"

The *Humanité* (Paris) disagrees with the "absurd journals" which think that political instigation caused this catastrophe:

> "For, if the wife of the Minister had dreaded the political effect of political documents whose early publication the *Figaro* announced, how could bullets from a revolver prevent their publication? This act of violence could only aggravate the effect of such publications."

The *Lanterne* (Paris) lays the blame upon Mr. Calmette:

> "He committed a serious error, and we are not among those who look upon him as merely a journalist who has fallen gloriously on the field of battle for the sake of his convictions. By intruding into the affairs of another's private life he risked receiving the blow which met him."

The *Aurore* (Paris) wonders at the temerity of the dead editor, and concludes with these words:

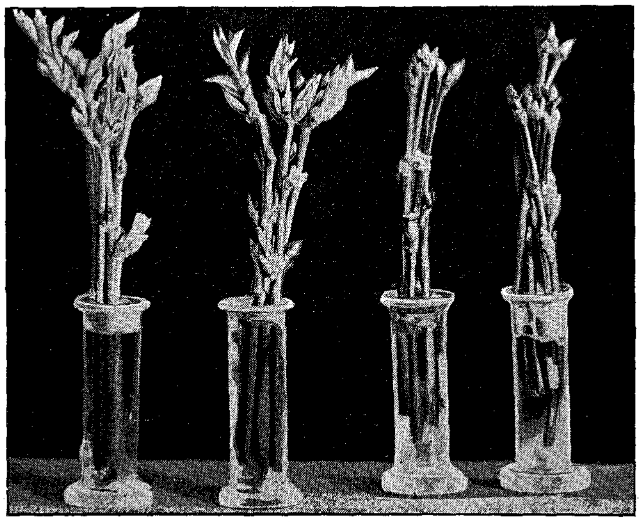
> "How could he suffer himself to be led on to undertake the violent campaign which provoked this terrible reprisal? It is an incomprehensible mystery to those who knew him."

SCIENCE AND INVENTION

SLEEPING PLANTS WAKENED BY RADIUM

MANY KEEN MINDS have been busy in late years on the fascinating study of the effect of radium on cell-growth, whether animal or vegetable. The studies made by Prof. C. S. Gager, of the New York Botanical Garden, concerning the effect of radium on the germination of seeds were noted in these columns in January, 1909. More recently Dr. Hans Molisch, of Vienna, one of the most celebrated plant physiologists in Europe, has been experimenting upon a different phase of the subject, the influence of radium on the dormant buds of plants during their winter season of rest or "sleep." Dr. Molisch contributes an account of the result of these experiments to *Die Naturwissenschaften* (Berlin) of January 30. He says:

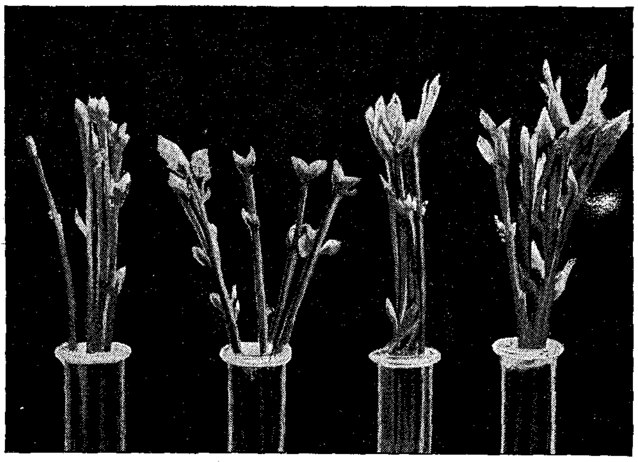
"The efforts of investigators to wake plants from their rest period and cause them to grow, or, as we say, to 'sprout,' have succeeded amazingly of late decades. The ether process of Johannsen, the warm-bath process of Molisch, the irritation or injury method of Weber, the acid method of Jesenkos, that advocated by Lakon of furthering sprouting by the supply of nutritious salts, and the electric process of Klebs have given highly valuable results.



AWAKE AND ASLEEP.

Fig. 1.—End buds of bunch 1 (left) exposed to radium rays for 48 hours, bunch 2 for 24 hours, bunch 3 for 1 hour, bunch 4 (right) not at all. 1 and 2 have sprouted; the others (3 and 4) have not.

"Having long been occupied with the influence of radium on plants, it seemed to me desirable to test also whether it might not be possible by its use to shorten the rest period in plants or even do away with it. My investigations of this subject were carried out in the Radium Institute of the Imperial Academy of Science in Vienna and in the Institute of Plant Physiology conducted by me for more than two winters, and yielded positive results. Glass tubes and plates containing fixt preparations of radium and the radium emanation were used in the experiments."



LILAC ROUSED BY RADIUM.

Fig. 2.—Effect of radium emanation on twigs of lilac (*Syringa vulgaris*). 1 (left) in pure air alone, 2 exposed to emanation for 20 hours, 3 for 48 hours, 4 (right) for 72 hours. The control bundle (left) did not sprout; the others all sprouted, and the longer the exposure the better. Not all the trials were so successful.

After detailing the amounts and character of the radium preparations used, he proceeds:

"The buds were exposed to the preparations in such wise as to receive the radium rays as evenly as possible. After the exposure, which commonly lasted from 1 to 48 hours, the twigs were placed in water and then cultivated in a greenhouse in daylight. The twigs of *Syringa vulgaris* (Fig. 1) show the effects of the exposure. The numerous experiments made show that the twigs of *Syringa vulgaris* exposed to *beta* and *gamma* rays in the middle of November are not noticeably affected, but are markedly affected when the exposure takes place in the latter half of November and also in the later portion of the rest period in December, when the exposure lasts one to two days. If the experiment is begun later, for example, in January, sprouting is not favorably influenced, unexposed twigs sprouting as well or even better. If the rest period has come to an end, an exposure of 72 hours may even have an inhibiting or injurious effect. It should be carefully noted that in the first place the exposure must occur at the right time, that is, at the end of November or in December; and secondly, that it must continue neither too short nor too long a time.

"If the time is too short, no effect is observed; if too long, the buds are injured. This is analogous to the results obtained by etherization or the warm bath."

But the experimenter then discovered a better method, which he thus details:

"The use of the radium tubes has the disadvantage that the exposure of the buds is naturally very uneven. Hence it seemed desirable, at least with regard to the *alpha* rays, to test also the influence of the radium emanation. The emanation is a gas, and hence, of course, a more even influence on the buds was to be expected. This expectation was realized, for the effect of the emanation on resting buds was much more striking than that of the radium tubes and plates. . . . As an emanation chamber a cylindrical glass vessel was used, 24 centimeters high and 16.5 centimeters broad. The emanation was admitted every 24 or every 48 hours; the amount in the experiment vessel being from 1.84 to 3.45 millicuries. For a control a similar apparatus without the emanation was employed. In all were placed bunches of syringa twigs cut from the same bush just before the experiment began."

The illustrations show strikingly the success of the treatment. Other experiments were also successful, but there were some failures:

"Besides these, Dr. Molisch obtained good results, at the end of November and in December, with twigs of the *Liriodendron tulipifera* and *Staphylea pinnata*, and fairly good results with *Acer platanoides*. On the other hand, he obtained negative results from other plants, including the *Gingko biloba*, *Platanus sp.*, *Fagus silvatica*, and *Tilia sp.*"

This difference of results was not unexpected, since sprouting caused by ether and the warm bath also gives varying results. He says further:

"What processes are set in motion in the resting buds by the exposure processes which finally cut short the rest period and cause the sprouting of the buds are still unknown to us; . . . but we are similarly uncertain as to the method by which ether and the warm bath operate. . . . It seems probable that certain ferments, diastatic and proteolytic enzymes, perhaps, are activated or hastened in their development, and that this leads to the hydrolization of the starch, or, more popularly express, the mobilization of the nutritive substances."

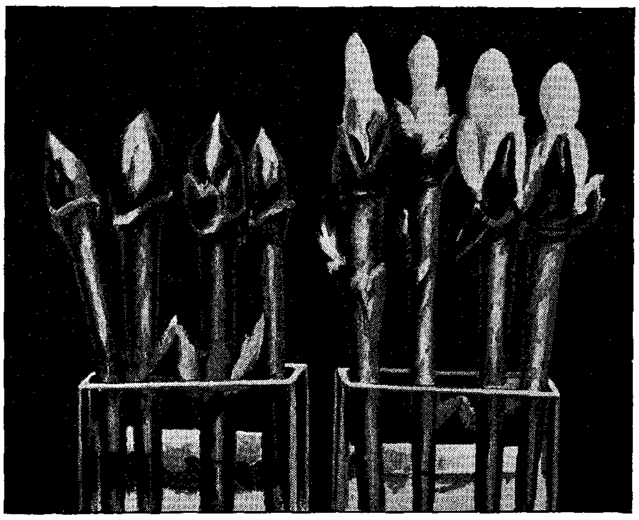
Dr. Molisch acknowledges that the tremendous cost of radium prohibits this method from having practical value as a forcing process, but considers its scientific importance of value, closing with the words that "it must rouse our greatest interest, that this wonderful element, which has had such a revolutionary influence in the domains of chemistry and physics, should also exert so profound an influence by means of its invisible rays on the living substance of the resting buds."—*Translation made for* THE LITERARY DIGEST.

LITTLE DANGER OF BRAIN-STRAIN

ARE WE nearing the capacity of our brains for thinking? Shall we ever reach it; and what will happen then? Something like this must have been in Oliver Goldsmith's mind when he described the wonder of the children, with respect to their teacher—

"That one small head could carry all he knew."

Are our heads really too small to carry all that may be known? We may apparently reassure ourselves, for the present, at least, for Dr. E. Lindon Mellus, of the Johns Hopkins anatomical laboratory, has concluded, from a study of the gray matter making up the outer surface of the human brain, that it is composed of at least 6,000,000,000 cells, or enough to employ about 333,000 daily for 50 years. Those who do so much fresh thinking that they use up gray matter at this rate will doubtless have to come to a stop at the end of half a century, but Dr. Henry Smith Williams, who reports these investigations in *Hearst's Magazine* (New York), considers it pretty certain that no man ever lived who could think as fast as this. He writes:



WAKING THE HORSE-CHESTNUT.

Fig. 3.—Effect of radium emanation on twigs of horse-chestnut (*Aesculus hippocastanum*). Those to the left remained in pure air alone; those to the right were exposed to the emanation for 24 hours. The latter have sprouted, the control twigs hardly at all. Duration of experiment from December 14 to January 15.

"He [Dr. Mellus] believes that no cell of the brain cortex is fully developed at birth. The entire thinking apparatus is then in a merely formative or receptive condition.

"No one knows just how many individual cells must be linked together and coordinated to make possible a mental process such as the memorizing of a word or the development of an idea. But we may fairly suppose that the number is large.

"The question then arises as to whether there are in the brain enough cells to afford a continuous supply of new sensitized plates, so to speak, to enable an individual to go on day after day and year after year gaining new impressions and developing new lines of thought. As to this, the computations of the microscopist are most reassuring. His estimates give us an almost bewildering conception of the possibilities of mental development, even on the supposition that every new impression or idea involves a large number of cells. For the total number of cells in the cortex of an average brain is estimated by Dr. Mellus to be about 6,000,000,000.

"A simple mathematical calculation shows that a brain containing 6,000,000,000 cells could expose or put into action about a third of a million cells every day for a period of fifty years, using each group of cells only once, without exhausting the original supply or being obliged to call for new recruits.

"When we recall that most of us confine our mental operations to the going over and over again of the same mental territory—seeing the same things and thinking the same thoughts, day after day—it will be obvious that the brain of the average man of fifty must contain some billions of cells capable of receiving new impressions and developing new associations of ideas, but never brought into action. It may be doubted whether a man ever lived who came anywhere near exhausting the possibilities of his mental development as suggested by a mere count of his brain-cells."

LOVE AS A DISEASE

THAT "LOVE-SICKNESS" is no mere poetical fancy, but a real malady, is the pronouncement of an editorial writer in *The British Medical Journal* (London). Every one knows that the rejected lover may suffer loss of appetite, waste of tissue, and depression of spirits. Burton, in his "Anatomy of Melancholy"—that ponderous tome of which many have heard, but which few read—treats at length of the peculiar variety of melancholy due to despised love, and recounts its symptoms by the dozen. According to Plato, Empedocles, the philosopher, who was present at the cutting up of one that died for love, reported that "his heart was combust, his liver smoky, his lungs dried up, insomuch that he verily believed his soul was either sodden or roasted through the vehemency of love's fire." The English writer goes on to say:

"From an Italian medical journal of recent date we learn that Dr. F. Barrett, whom we are unable to identify, and to whose work no reference is given, holds that love is an intoxication of the nervous centers. The circulatory system may be affected, especially if the patient is young and is suffering from a first attack. This recalls to us Galen's story of how he diagnosed the case of a young girl who was thought by her anxious parents to be dying. Believing that nothing more than love-sickness was the matter, the astute physician had the suspected object brought into her presence, meanwhile keeping his hand on her wrist. The sight of the young man quickened the maiden's pulse to a rate that left no doubt in Galen's mind as to the cause of her indisposition. Dr. Barrett, we are told, has made researches on the blood of people in love, and has found marked leucocytosis. If the disease is not speedily cured, love may lead to neurasthenia, and even insanity; it also predisposes to tuberculosis. It is high time, he concludes, that we should think of devising a purely medical treatment for love. What form is this to take? The bacillus of love has not yet been discovered, and therefore no vaccine is available for the cure of the disease. Montaigne also thought that love should be treated by medicine. As translated by John Florio, he says: 'Philosophy thinketh she hath not il imployed hir meanes, having yeelded the soveraign rule of our mind, and the authoritie to restraine our appetites, unto reason. Amongst which, those who judge there is none more violent than those which love begetteth, have this for their opinion, that they holde both of body and soule; and man is wholly possessed with them: so that health is selfe depended of them, and physick is sometimes constrained to serve them.' We are left in the dark by Dr. Barrett as to the exact line of 'purely medical treatment' to be adopted for the cure of love, and we venture to think that it will laugh at physic as it proverbially does at locksmiths. It is probable that none of the many methods described in Ovid's 'Remedia Amoris' has ever cured any lover of his disease. The chief difficulty in the way of successful treatment lies in the fact that the patient, as a rule, does not wish to be cured."

A NEW AID FOR THE BEEF SUPPLY

A NEW and noticeable architectural feature has been added to the American rural landscape of late years. There are at present 130,000 silos in a baker's dozen of the great Central States of the Union. Half of these have been built within the past two years—an increase termed by *The Orange Judd Farmer* (New York, March 28) "one of the most striking movements recorded in the history of American agriculture." This growth, we are told, has been due to the fact that the full value of ensilage has been appreciated only within the last few years. Before that, the contents of the silo were used as food only for dairy cattle, but it is now recognized as a valuable feature of all branches of the cattle industry. Recent tests show that silage as a food for beef animals, as well as for breeding animals and for the young, greatly reduces the cost of meat-production and increases the cattle-carrying capacity of the farm. The advance in the price of farm land makes this information valuable to the farmer, and the statistics show that he has not been slow to act upon it. As we read:

"No census of the number of silos has ever been made, and no absolutely accurate data of number are available, but in view of the importance of the economic changes which are to follow the general use of silage in meat-production, Orange Judd crop reporting bureau has made an exhaustive investigation and presents its conclusions with full confidence in their general accuracy. Three counties were selected in each of the States of the great central valleys, selected so as to be present as fairly as possible the different phases of the cattle industry in each State, and in each county a count of the number of silos in each township was secured. The average result in the three counties, taking into consideration the known facts as to number and size of farms and number of dairy cows and of other cattle per farm, was applied to the whole State and a figure representing the probable number of silos in each State worked out.

"Of course, no claim is made of complete accuracy, but the methods followed warrant the belief that the figures presented may be accepted as fairly typical of the present state of silo development. The total number of silos in operation on December 31, 1913, the number built during 1913, and the average tonnage capacity per silo in the State covered by this investigation are estimated as follows:

Estimated Number of Silos, January 1, 1914

	Number of Silos	*Silos Built in 1913*	*Capacity, Tons*
Ohio	10,560	3,432	51
Michigan	10,812	1,088	93
Indiana	11,500	2,760	105
Illinois	17,340	5,202	101
Wisconsin	41,535	8,236	101
Minnesota	2,414	516	113
Iowa	16,236	3,267	115
Missouri	6,726	2,679	110
Kansas	6,510	1,680	123
Nebraska	3,240	900	132
North Dakota	770	250	100
South Dakota	1,300	455	120
Oklahoma	1,360	460	160
Total	130,283	30,925	

"It will be noted that almost one-fourth of the total number of silos now in use were built during 1913, and in all probability at least one-half were built within the last two years. Of course, by far the greater number are as yet in the dairy regions, Wisconsin, northern Illinois, and Iowa easily leading in numbers; but the States in which cattle-feeding is most practised are the ones that now show the largest percentage of annual increase. Central Indiana and Illinois, the north half of Missouri, eastern Kansas, and central Oklahoma are beef-producing districts that are marked by a rapid silo development during the past two years."

The use of the silo in feeding beef cattle is responsible not only for the multiplication of the device, but for the reported increase in the average size. The size of the silo depends largely upon the daily consumption of silage, as the top must be removed promptly and uniformly. As the amount required daily for the average daily herd is less than for steers, the use of silage in meat-production has resulted in silos of larger capacity. The writer goes on:

"The economic importance of the present development of silage feeding would be hard to overestimate. About 70 per cent., or, roughly, 75,000,000 acres, of our corn area used to produce corn to be fed upon the farm. Husking and gathering this corn not only constitute one of the hardest manual tasks performed upon the farm, but is one of the largest items of cost in growing corn. An acre of corn land produces perhaps one ton of corn and eleven tons of stalks, blades, and husks.

"The corn is separated at great labor and expense, and then the eleven tons of feeding material is allowed to go to waste, an incumbrance in the field, except as a small part is utilized by the pasturing of cattle for a few weeks at the close of the year. It follows that on 75,000,000 acres devoted to the growth of feed for farm animals by far the greater part of the annual growth of feeding material is absolutely thrown away. The use of the silo will prevent this waste and make it possible to utilize in meat-production twelve tons of feeding material per acre instead of the one ton now so utilized.

"The silo furnishes a means of bridging the widening disparity between meat-production and population, through a complete utilization of the feeding stuffs produced and the consequent ability to grow and fatten more cattle per acre of farm land than is possible under any other form of cattle-feeding."

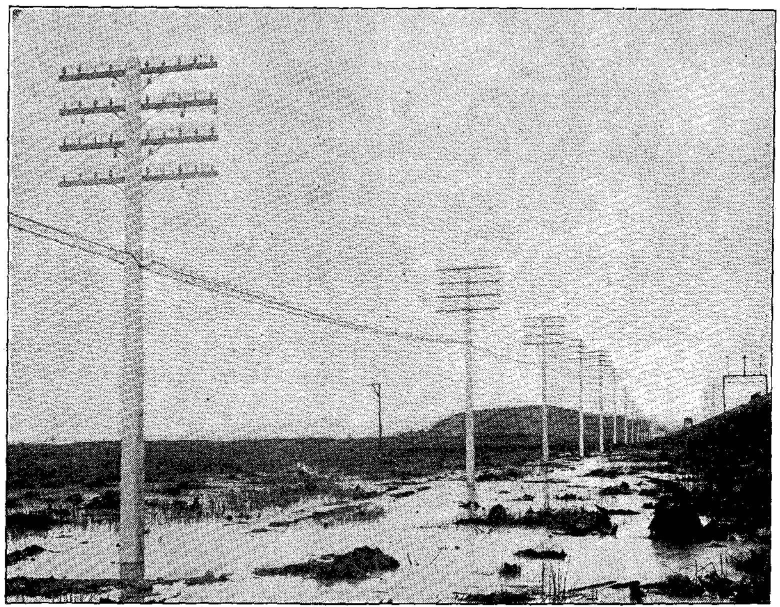
FIRST-BORN CHILDREN

POPULAR CUSTOM, which has crystallized into law among many races, gives to the first-born privileges of heirship not enjoyed by later offspring. This would seem to indicate a belief that the first child is in some way superior to the rest. On the other hand, later opinion, based in some degree on medical evidence, has tended to the view that the first-born is rather inferior than otherwise. An investigation of this matter, made in Copenhagen by Sören Hansen, and based on statistics obtained from an asylum for the feeble-minded and from a sanatorium for pulmonary tuberculosis, has attracted considerable attention among medical men. We read in *The British Medical Journal* (London):

"He points out that the ranks of the first-born are not without genius, and that they include such prominent personalities as Linné, Goethe, and Björnson. He also relegates to the region of fairy-tales the common view that the later-born possess more genius or talent than their predecessors. Yet his verdict is decidedly unfavorable to the first-born. According to the asylum reports there were 994 individuals admitted from 1890 onward. These were taken to represent an equal number of marriages, yielding altogether 5,915 children. The proportion of feeble-minded was thus 1 to 5.95. Using this ratio, the theoretical proportion of feeble-minded among the first- and later-born can be compared with the actual proportion. These comparisons show that the actual proportion of first-born among the feeble-minded is far in excess of the normal. If this excess were due to some condition connected solely with the first birth or first conception, then the second-born should be on an equal footing with their successors. But the second and third children were more frequently represented among the feeble-minded than they should be if the inferiority of the first-born were connected solely with the first birth or conception. This conclusion is confirmed by a report from Keller's asylum, where it was observed that the earlier children, and not merely the first child, were inferior to the later children. The author investigated 3,522 cases of pulmonary tuberculosis, and found that not only the first-born, but also the second- and third-, were more frequently attacked by tuberculosis than they should be if their position in the family were of no importance. In families with ten children the disease was almost twice as frequent among the first five as among the last five children of the family. Hansen is inclined to think that too much weight has hitherto been attached to disposition in connection with tuberculosis; and tho he considers the inferior quality of the first-born as proved, he regards it as an unraveled mystery."

BLIZZARD-PROOF TELEGRAPH-POLES

POLES of reinforced concrete, along the Pennsylvania Railroad near New York, stood the test of gales and snowfall, during the heavy storm of March 2, that snapt their wooden rivals like pipe-stems. Even on some of the concrete poles the wooden cross-arms were broken. The total vertical load on each pole during the storm, including the normal weight plus ice and snow, is estimated by *The Engineering Record* (New York, March 21) at 7,600 pounds, or nearly four tons, together with a horizontal pull of two tons a foot below the top. The result, so far as the wooden poles were concerned, was in many cases disastrous; but the concrete poles seem to have acted nobly. The length of the section provided with these is about five miles. *The Record* prints a letter from Charles D. Conklin, Jr., of Cheltenham, Pa., from which we make the following extracts:



THE REINFORCED-CONCRETE POLES STOOD THE TEST.

"In passing over the main railroad-lines between Philadelphia and New York City, shortly after the great storm of March 2, one could not fail to be imprest with the enormity of the damage created by the ravages of the wind and snow. In some of the deeper cuts the light snow had drifted to heights varying from 10 to 25 feet, and it was only at an expense of thousands of dollars that the tracks could be cleared for the passage of trains. This expense, however, was small compared to the loss occasioned by the delay of the passenger and freight traffic between the two cities.

"Even greater than the loss occasioned by the snow-drifts was that caused by the high winds and sleet on the telegraph-wires and poles. Mile after mile of telegraph-lines down in the drifted snow, poles entirely demolished, and the wires in a complete tangle, was a sight sufficient to cause any engineer to wonder whether it would not be more economical to expend greater capital on more substantial first construction of poles and wires which would withstand the elements than to erect cheap, overloaded construction and replace it after such occasional great storms as that of March 2. It seems that the direct incidental losses occasioned by the cheaper construction would more than balance the interest, depreciation, etc., on the first cost of the better equipment. Judging from the fact that some of the larger railroads are already installing steel poles, it seems that the better construction is more economical. An exact comparison, by some of the large railroads, of the economy of the two schemes would prove interesting and instructive."

According to the calculations of *The Record*, the cost per concrete pole is $77.50, which is more than doubled when foundations and the labor of setting are included; but even this is but little in excess of an equally stable wooden one.

EXPLOSIONS BY WIRELESS

A VESSEL loaded with explosives may be in great danger from electric waves—but only from those generated by her own wireless plant. The idea that such a ship may be blown up by a plant at a distance is wholly imaginary, we are assured by a writer in *Cosmos* (Paris, February 26). An electric wave, like a wave of heat, or sound, or any form of energy that spreads outward from a point, loses rapidly in intensity as it goes farther away from its source. At a distance of 100 miles it is not 100 times, but 10,000 times weaker than it is at one mile. Hence the difficulty of long-distance wireless transmission of all kinds, and the unlikelihood, under present conditions, of trying to do work, or work injury, by this means, at a distant point. We read in the paper named above:

"Many vessels in peril have summoned aid by means of radio-telegraphic signals. But care should be taken lest the transmission plants installed on board create a new source of danger, in certain conditions and for certain ships. On oil-ships and others that carry inflammable cargoes, especially when these are volatile, such substances may take fire from sparks that pass, by induction, in various parts of the vessel, when the operator is sending messages. The Bureau of Navigation of the Department of Commerce of the United States has foreseen this danger and has issued the following instructions to radio-inspectors:

"'When inspecting radio-telegraphic plants on board tank-steamships, oil-boats, and all other vessels carrying substances that may give rise to mixtures which can be exploded or ignited by electric sparks, you will pay special attention to the insulation of the antenna, you will examine metallic contacts, cables, electric material, and all pieces in which the high-frequency currents of the radio-telegraphic plant are likely to engender induced currents.

"'If sparks pass, either between two wires or across joints and air-intervals in these pieces, the danger must be pointed out to the commanding officer, to the Steamship Company, and to the Wireless Telegraph Company.'

"The production of sparks between metallic objects in the neighborhood of powerful wireless posts is a well-known fact that is always taken into account in the installation of plants on land. On vessels, when a post is working, the metal pieces near the antenna absorb by induction a large part of the energy; the metal guys, more or less parallel to the antennæ, are particularly the seat of high-frequency currents that are very objectionable from the standpoint of efficiency, since the current induced in them is in the contrary direction to the current that traverses the antenna at the same moment, tending to annul its effect. To remedy this condition, the stays are insulated from the ship's hull.

"Other pieces slightly insulated from the hull by air-spaces are also first put into a state of electric tension and finally discharge across the air-space; thus it is common to hear, in certain parts of the boat, the crackling of sparks. At night, they may even be seen.

"In our [the French] Navy, also, it has been asked whether the explosives in the magazines may be considered as removed from all danger of ignition by the electric waves engendered by the transmission station on the ship. This question is now being studied. It would appear that when the explosives are shut up, either in tight metal cases or simply in metal ammunition-boxes, there is nothing to fear, since the metal walls form a screen that the electric waves cannot penetrate.

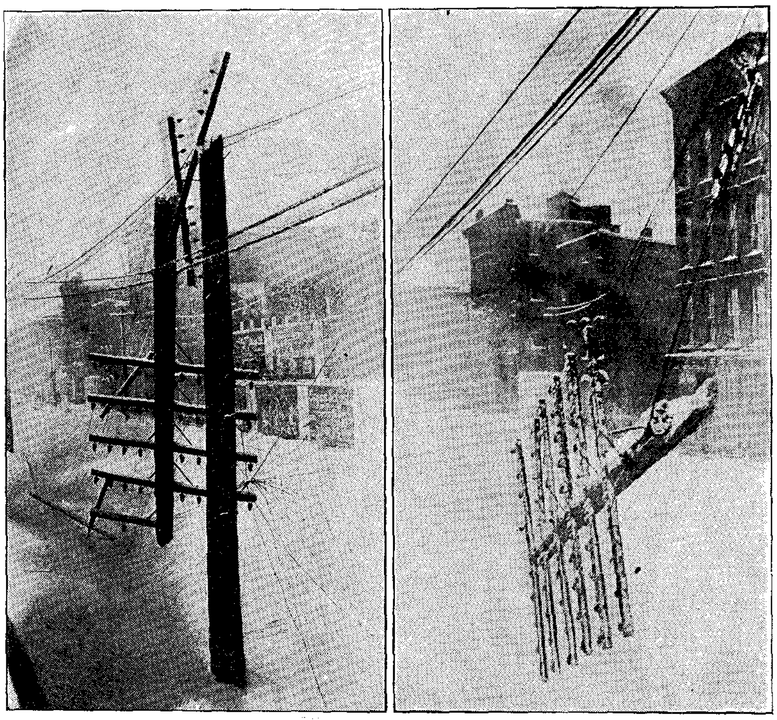
"At great distances from the emission antennæ of radio-telegraphic stations, the danger no longer exists; in fact, the power induced at 60 to 500 miles from a post is so feeble that only devices of exquisite delicacy, like the telephone, or perfected electrometers or galvanometers, are able to detect it. To suppose that a ship loaded with inflammable substances can be set on fire in the middle of the Atlantic Ocean, by means of waves from the Eiffel Tower, or even by the combined effect of two powerful Continental radio-telegraphic stations, is simply an effort of the imagination."—*Translation made for* THE LITERARY DIGEST.

PURE WATER FROM WASTE STEAM

THE INSTALLATION of distilling-plants in factories, to turn the waste steam into pure soft water for drinking purposes, is advocated by Sterling H. Bunnell, writing in *The Iron Age* (New York, February 12). As exhaust steam, he says, is discharged from every factory power-plant during those months of the year when drinking-water is most in demand, it is evident that pure drinking-water can be supplied in the factory at trifling expense, especially as the necessary evaporating plant can be installed at low cost. The ordinary steam-pumps of a factory will generally furnish ample exhaust to supply all the drinking-water required. If, however, the exhaust steam is not sufficient in quantity, steam may be taken direct from the boiler and made to produce five or more times its own weight of distilled water by condensation. As he tells us:

"The gain in the efficiency of the working force when supplied with pure soft drinking-water has been in many cases surprizing. It is not necessary to become involved in the technical controversies of medical authorities, some of whom advocate the exclusive use of chemically pure water, while others profess to observe some virtue in hard natural waters. It is safe to say that pure, germ-free water is always preferable for drinking purposes to natural water of suspected impurity. If one believes there is benefit in drinking some natural water, he may be content with the knowledge that the supplying of distilled water in the factory does not prevent the employees from averaging up their drinking-water by taking what they want from natural sources when away from the works. The distilled water should be supplied at convenient points by circulating pipes from a cooling device and through sanitary drinking-fountains. The fact is that, where pure cooled water has been so supplied throughout a factory, an important decrease in loss of time by absence caused by digestive disorders has been observed. An increase in the working efficiency of the men generally may be confidently expected, tho this would not be easy to measure. The gain in attendance is not only observable, but is large enough to be conspicuous. Further, the men soon learn that the water is healthful and often carry home a supply, which practise should be permitted and encouraged.

"Small evaporating-plants are inexpensive and simple to operate. They have no moving parts, except a feed-pump, if the factory service-pressure is not high enough to feed the evaporators, and an air-pump; and single-effect exhaust-steam plants may dispense even with these. The only matters requiring any care at all are to permit the escape of the organic gases in solution in natural water, to blow the evaporator down at regular intervals, once every hour in most cases, so as to keep the water in the shell from becoming too dense with concentrated solids and to clean off occasionally any scale which may be deposited on the tubes."



Illustrations from "The Engineering Record," New York.

WHAT THE BLIZZARD DID TO THE WOODEN POLES.

DUST TO BURN—A cloud of dust is the most economical form of fuel, provided the dust is that of a combustible. We read in *Power* (New York):

"A proper intimacy of mixture of air and fuel when burning powdered coal requires that the powdered substance shall have the nature of a cloud of dust, completely and uniformly diffused, remaining suspended in the air-current until burned. When in this condition every minute particle is surrounded by a quantity of air which is substantially that required for its complete combustion. Given a temperature sufficient for rapid ignition, a state almost ideal for perfect combustion is obtained.

"While pulverization can perhaps be overdone, there is much more likelihood of the fuel being too coarse. A piece of coal larger than will pass through an 80-mesh screen will not burn completely in the time allowed, but will be deposited somewhere in the furnace, or pass out of the stack partly consumed. Dry coal can be ground with about 85 per cent. of the power required for moist coal, and a condition of not over 1 per cent. moisture is required, if the fuel is to be stored or conveyed. The slightest dampness causes a balling up, and a 3 per cent. moisture content results in an actually pasty condition. James Lord states that coal should not have over 1 per cent. of moisture."

THE LIFE OF A MICROBE

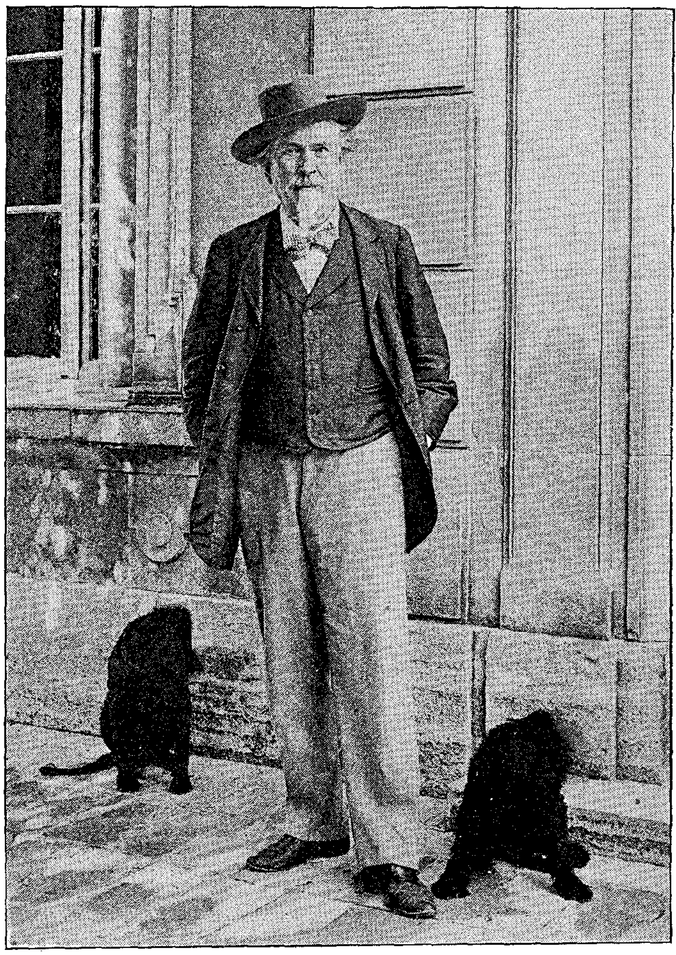
THAT THE LIFE of a germ is lengthened by the presence of noxious gases in the air is shown by the experiments of Trillat and of his pupils in France. The impurities that proceed from the decomposition of organic matter thus form a favorable environment for certain infinitely small microbes. Newly exhaled breath, the emanations of the earth, the neighborhood of bodies in a state of decomposition, are all sources of gaseous food for the germ. Says *Chemical News*, as abstracted in *The Scientific American Supplement* (New York):

"The experiments made by M. Trillat on the air of glaciers and air taken in the neighborhood of habitations have clearly demonstrated this influence. M. Trillat, in collaboration with M. Fouassier, has continued this study. . . . The two scholars have just shown that the transport of pathogenous microbes in the air is effected especially by the damp which contains, in an infinitesimal state, traces of gas-aliments. Moreover, it would seem that the air, when it fulfils certain conditions of dampness, of chemical composition, of temperature, and of age of microbes, is capable of being fertilized directly by the contact of a microbian source. Up till now it was thought, according to numerous observations of the German scholar Flugge, that for microbes to be transported by the air it was necessary to project them into it by some mechanical action, such as pulverization or any other means, the effect of which would be to detach them from their support. Contrary to this notion, Trillat and Fouassier have established experiments demonstrating that when the superposition of certain factors takes place, the sowing of the air is performed in the same manner as that of a bouillon of culture, merely by the play and movement of the invisible vesicles which constitute the humidity of the air. In an infinitely feeble volume of about one hundred-thousandth of a cubic millimeter these tiny drops are uninfluenced by the action of the force of gravity. They are always mobile under the influence of the least variation of temperature. All these results are of the greatest interest for bacteriological science. MM. Trillat and Fouassier have shown how the contamination of the air takes place in a closed and tranquil space, without the intervention of the presence of dust or of any mechanical means, as was believed up to the present time."

LETTERS AND ART

A POET PURSUED BY HONORS

ALTHO FRÉDÉRIC MISTRAL wrote poetry in what was virtually a dead language, he lived to see statues erected in his honor, his letters treasured in a museum, and his pictures scattered broadcast over France on the illustrated post-cards. Not only did he enjoy during a large part of his eighty-four years a world-wide fame among men of letters—a fame officially recognized by the offer of a seat in the French Academy in 1897 and by the award of the Nobel prize for literature in 1904—but so great was his personal popularity among his fellow Provençals that it has been said of him: "Mistral was much more than a poet; he was the modern king of Provence, whose words and phrases are on the lips of every native of the Pays." Writing in a language which had once been the tongue of queens and troubadours, but which had fallen from its high estate until it survived only as a disappearing dialect in southern France, Mistral, as the Boston *Transcript* remarks, "has been exalted among the great poets, not merely of his time and country, but of all times and all countries." Choosing as his medium "a dialect unintelligible to the mass of his fellow-countrymen," he challenged the literary sovereignty of Paris and "made of Provence a literary country within a literary country." As *The Transcript* proceeds:



A POST-CARD THAT WENT ALL OVER FRANCE.

Mistral in front of his home. To this house in the village of Maillane pilgrims came from all parts of Provence when word went forth that the poet was dying. A visitor to Mistral reports that "with a serene indifference to the ordinary scheme of arrangement the house backs upon the street and fronts upon a deep garden and the open country beyond."

> "He was the custodian of Provence's wonderful heritage of the past. He collected the vanishing proverbs, the legends, the folk-lore, the word-of-mouth poetry and prose of his people and preserved them forever. His repute, meager at first and confined wholly to Provence, spread slowly. He became known elsewhere in France, he was acclaimed in Paris; his writings have been translated into French, into English, into many other languages. He was granted a long life, and during every moment of it he remained, despite the unexpected world-wide celebrity that came to him, a Provençal of the Provençals. His country, his people, his language, his literature were his life."

When Mistral died on March 25 of this year, his most famous poem, "Mirèio," had been a classic for more than half a century. Ten years before its publication Mistral and six other Provençal poets, under the leadership of Joseph Roumanille, had banded themselves together into the now famous Félibrige, an organization pledged to preserve the language, customs, and traditions of southern France. It is told of Roumanille, the founder of this school of which Mistral is the most illustrious figure, that in the beginning his sole motive in writing in Provençal was his desire that his mother, to whom French was an unknown tongue, might understand what he wrote. Thus from a boy's impulse to write his verses "in the beautiful language that my dear mother knows" sprang a movement of international interest and significance. Mistral, speaking of this movement to the American writer, Thomas A. Janvier, linked it thus with similar efforts in many lands:

> "There is much more in it than the desire to revive a beautiful language that has fallen into undeserved neglect. The soul of it is the firm purpose to array against centralization the love of locality, of home. If our movement were restricted to Provence it might be regarded without injustice as the last gleam of a dying glory, as the last effort of a nationality about to expire. But it is not so restricted. Languedoc, Dauphiny, Gascony, Brittany are with us. And our revival extends beyond the borders of France. In Catalonia, Aragon, Valencia, Majorca; in Italy, Hungary, Roumania, Bohemia, Flanders, even in Iceland, there is a revival of the ancient tongues. All this is not the work of chance, nor the result of the effort of a single group of men. It is the natural and inevitable result of the realization by each of these widely scattered peoples that in their national language resides their national soul. The Félibrige is the legitimate and providential child of the epoch in which we live."

Mr. Janvier recorded this statement in his "Embassy to Provence," published by the Century Company in 1893.

"Mirèio," the poem which established Mistral's reputation, and which many still consider his masterpiece, was published in 1859. It tells, in twelve cantos, the simple story of a poor girl and a rich lover, but into the story, as the New York *Evening Post* remarks, Mistral "wove descriptions of Provençal life, scenery, character, customs, and legends that raised it to the dignity of a rustic epic." Upon reading it Lamartine, whose voice was at that time the most authoritative in the literary world of Paris, exclaimed:

> "A great epic poet is born—a true Homeric poet in our own time, a primitive poet in our decadent age, a poet who has created a language out of a dialect as Petrarch created Italian;

one who, out of vulgar patois, has made a language full of imagery and harmony delighting the imagination and the ear."

Gounod made this poem the theme of his opera "Mireille." Mistral's other works include "Calendau," another long poem full of legend, tradition, and symbolism; "Lis Isclo d'Or," a volume of lyrics; "Nerto," a fantastical tale in verse; and his "Trésor dóu Félibrige," a monumental dictionary of all the dialects of the language of *oc* (that is, of the language in which *oc* is the equivalent of *yes*). The vast amount of research and scholarship which the last-named work represents moved Michel Bréal to predict that:

> "A time will come when learned men, finding themselves confronted by this enormous philological work and by Mistral's poems, will say that there must have been two Frédéric Mistrals, as there were two Plinys—thus evading the tax upon their credulity involved in believing that so much science and so much poetry were contained in the same brain."

When Mistral in 1904 divided the Nobel prize with Echegaray, the great Spanish dramatist, he devoted his share of the money to founding a Provençal museum in Arles, where he lived at one time. The greater part of his life, however, he spent in his native village of Maillane. As a writer in the New York *Sun* remarks, "like Tolstoy he preferred to live among the tillers of the soil and share their fortunes. His rare visits to Paris were undertaken only to attend meetings of Provençal societies." So indifferent to worldly considerations was he, and so averse to traveling, according to the same writer, that when in 1897 he was privately notified by the members of the French Academy that he would be unanimously elected if he presented himself as a candidate, he refused the honor rather than make the journey to Paris. And in the New York *Times* we find the following characteristic story: On the fiftieth anniversary of the publication of "Mirèio," a statue of the poet "in his habit as he lives" was unveiled in the principal square in Arles. When this statue was being erected Mistral remonstrated because it stood squarely in front of the café in which he was accustomed to sit in the afternoons, and obstructed his favorite view.

In another column *The Times* expresses the opinion that Mistral's efforts to save the Provençal language were efforts foredoomed to failure, despite the amazing results that he actually achieved. According to this view it is a dying tongue, and "even a genius like Mistral can not stop its steady progress toward extinction." The New York *Evening Post*, on the other hand, discusses his life-work in a less pessimistic vein, considering him as an illustration of the truth that "in the field of literature the spirit of modern imperialism is far from carrying everything before it." For,

> "The future by no means belongs to the great nations. A people need not be powerful in a political or military or economic sense in order to produce great writers. The list of Nobel prize-winners in literature is conclusive on this point. Of the fourteen men who have been honored since the institution of the prize in 1901, we may exclude two winners, Mommsen and Professor Eucken, on the ground that their work does not lie in the field of pure literature. Of the dozen survivors just half are the representatives of minor nationalities. The Scandinavian countries have contributed two in the persons of Björnson and Selma Lagerlöf. Belgium claims Maeterlinck by nativity and the spirit of his work. Mistral for Provence, Sienkiewicz for Poland, and Tagore for Bengal are the representatives of a historical past, and possibly of a historical future, but surely not of a present of first-rate political significance."

Of the "curious compound of the artificial and the natural" that marks such movements as the Provençal revival *The Evening Post* adds:

> "When an individual or a group of individuals set themselves consciously to recreate a language and a literature, we can not help being reminded of what the philologians teach regarding the complex and hidden forces that condition the rise and fall of languages, irrespective of the will of man. Even when the organized attempt is successful, as it was in the case of Mistral and the Provençal tongue, the result still impresses one as something of a *tour de force*. The movement initiated by Roumanille, and carried on by the 'seven' poets of the Félibrige, produced, after all, only one outstanding figure. Mistral leaves no successor of anything like his stature (even allowing for Félix Gras of the charming 'Reds of the Midi'), and it may be that his death is the beginning of the end of the new Provençal movement. To that extent revivals of this sort are artificial. But they are natural to the extent that they do send their roots down into the soil. They are not movements made out of whole cloth. They are a return to a past that was real and splendid. Behind Mistral was the language and literature of the troubadours. Behind a Tagore is a literary and national tradition that stretches back through the centuries. Behind a Sienkiewicz is a tradition that ended but the other day in a political sense, and is still vividly alive in the hearts of a conquered people. . . . . . .
>
> "The Gaelic revival may seem as unpromising in concrete results as the revival of the study of the ancient Hebrew tongue, which is making rapid headway among the Jewish population of both continents. And yet it is impossible not to discern in this reappearance of the language of the Old Testament a sign of forces that are at work in Judaism under the stress of political and economic conditions. The study of the Hebrew tongue may be an outgrowth of the Zionist movement. But in turn it reacts on that movement, thus exemplifying the peculiar sense in which literature and life go together among the lesser nationalities."

THE FATHER OF "JOURNALESE"

THAT MACAULAY, of all English writers, contributed most to the making of the language of the journalist is the contention of the Rev. Francis P. Donnelly in a recent issue of *America* (New York). In "journalese," Father Donnelly explains, the only sin is dulness. "Journalese" moves swiftly, impatient of introductions, exordiums, and even conjunctions. "Journalese," we are told, has abolished "albeit," "notwithstanding," and "nevertheless"; while "consequently," "however," and "therefore" are "struggling hard for existence"; and only "and," "but," and "then" have held their own. And it was Macaulay, this writer maintains, who first gave swiftness to the English speech. On this point he goes on to say:

> "Anything which called upon the mind to halt, to reflect on what had gone before, was discarded as far as could be by Macaulay. His clearness, his straightforward assertions, his easy philosophy which he browbeats the reader into taking as robust common sense, these are some of the qualities of Macaulay's thought which make him one of the founders of 'journalese.' But his expression or his style in a narrow sense entitles him with more justice to the name of founder. No style will sparkle without an epigram. Epigrams accelerate the reader's pace. They are wisdom in capsules and may be bolted. Macaulay is epigrammatic. Macaulay's antithetical balance is another help to speed. Each side of the antithesis gives rapidity to the progress of the thought. Macaulay, again, dispenses with pronouns, and so gives speed to his thought. To be forced to recall what 'it,' 'this,' 'that,' refer to, halts the reader. Repeat the noun, and the mind leaps ahead. The student anxious to take a brief course in 'journalese' may be safely recommended to Macaulay."

Macaulay's method, he goes on to explain, was to make all his geese swans:

> "The number of truths in this world which can be stated with absolute, unqualified directness is small. Most of these truths are published in the beginning of geometry and a few other kindred books, and are called axioms. Macaulay made all truths axiomatic. By the simple omission of all qualifications, he stript his ideas of every encumbrance and sent them speeding on without the handicap of the many reservations with which laborious thinkers weight their logic. Mr. Henry James will shade and tint a thought with endless touches until he has brought his picture to accuracy and his reader to despair. Mr. Saintsbury will inject parentheses wherever he thinks the thought needs modification until he jolts nearly every notion out of your head. Macaulay scorns all fine distinctions, dashes

DRURY COLLEGE LIBRARY
Springfield, Missouri

down everything in black and white, gracefully hurdles parenthetical exceptions, and is rapid and journalistic. There are but two classes of ideas: Other things and swans. Every English schoolboy knows it, or nobody knows it."

While admitting that "the advantages of this contribution to journalism made by Macaulay are obvious," Father Donnelly concludes with a reminder that there are also "inconveniences" which "are not always so fully grasped." Thus:

"The journalist who, by fixing his attention exclusively on a few white feathers and on a vague impression of a winged creature, has succeeded in transforming a certain goose into a swan, may escape detection, because the reader will not have yesterday's or to-morrow's contribution of the same journalist before him. But if the reader should compare and find that by an identical process of concentrating undivided attention on the goose's hissing, the bird has become a snake, or by an exclusive study of the clay on its feet it has been built up into a heap of mud, he may admire the lightning changes of his rapid paragrapher, but will not be enthusiastic over his consistency and logic. The journalist is interesting, is stimulating, but if he will follow Macaulay in roundly asserting every truth in an unqualified fashion, he will come to some grief when he gathers his paragraphs into a book. His readers will be exhilarated, but will no doubt be bewildered to find worry wrecking the universe on one page, and duty performing the same tremendous feat on another page."

DEATH OF "BERTHA M. CLAY"

"BERTHA M. CLAY."

In real life, Thomas W. Hanshew.

IT WAS DOUBTLESS something of a shock to many of Bertha M. Clay's multitudinous readers to learn a few weeks ago that the author of "Thorns and Orange Blossoms," "In Love's Crucible," "Her Martyrdom," "Wedded and Parted," "At War with Herself," and dozens of similar stories in which virtue triumphs and poverty goes hand in hand with nobility, was in real life Thomas W. Hanshew. Nor was the personality of Bertha M. Clay the only disguise behind which Mr. Hanshew masked his tireless literary activities. Dying at the age of fifty-seven, he had already written more than two hundred books, altho few of these had appeared over his own name. Another of his pseudonyms was Charlotte Monica Braeme. Beginning life as an actor, he was in turn novelist, playwright, business man, and writer of moving-picture scenarios. In the Kansas City *Star* we read:

"Hanshew accumulated several fortunes through his writings, but these were lost in unfortunate investments. At the time of his death he was under contract with a large publishing house in London to write four novels a year and two short stories each month. But the strain of this was too much. He died of overwork."

His greatest success in recent years was the creation of a new detective character, Cleek, who is now well known on the moving-picture circuits. The Cleek stories are published over Mr. Hanshew's own name. We read in the New York *Evening Post* that "'Cleek of Scotland Yard,' a book published only a week before his death, introduces a novel feature in modern fiction—it is illustrated by photographs from the motion-picture play."

Altho an American by birth, Mr. Hanshew spent nearly half of his life in England, and it was in Annesley that he died. Says the Boston *Transcript:*

"Mr. Hanshew was born in Brooklyn fifty-seven years ago. At the age of ten he wrote a play which was performed by the children of his school; at sixteen he went on the stage and played juvenile parts for several years in Ellen Terry's company, and thereafter he appeared with Clara Morris and Adelaide Neilson in important rôles. He did not, however, remain long on the stage, and in the late seventies allied himself with the publishing house of Street & Smith, for whom he wrote a large number of popular novels. One of the best known of these was 'The Wedded Widow.' He was also associated with Norman L. Munro on *The Family Story Paper* in which he frequently had three or four stories appearing simultaneously. At one time, after he and Mr. Munro had a difference, Mr. Hanshew continued to send in stories under the name of 'Charlotte May Kingsley,' which were published in complete ignorance of their real authorship. Mr. Hanshew must have been a rapid and prolific writer, for he was the author of more than two hundred published stories. In 1882 Mr. Hanshew married Mary E. Burnett, a Southern girl. England had always had a great attraction for him (ever since a six-weeks' visit to London with his father), and in the later eighties he took up residence there. In London, Mr. Hanshew associated himself with Ward, Lock & Co., the publishers, for whom he wrote a number of novels, as well as short stories, one-act plays, and, latterly, moving-picture scenarios. From the beginning he had no difficulty in marketing his work, and his stories brought him a very comfortable income. With his wife and three daughters he traveled a great deal on the Continent of Europe. Practically all the places mentioned in the 'Cleek' stories were described from the author's personal experience."

The Transcript goes on to quote an anonymous biographer of Mr. Hanshew as follows:

"Those who knew him all speak of his kindliness, his bubbling merriment, his ready sympathy toward every kind of distress; and with it all the sharp, inquiring mind of the man interested in men and in all the queer tangles of human affairs. His stories were frankly popular in their appeal to normal human emotions and tastes. He was indefatigable in output, seeming to regard his writing with the same whole-hearted jubilation that a boy looks at his tin soldiers and his baseball mit. . . . . . .

"He leaves among all who knew him the memory of a man who had never outgrown the charming merriment of youth."

CALMETTE'S END AND THE RODIN MUSEUM

THAT THE DESIRE and ambition of a man so remote from the political world as Auguste Rodin should be profoundly affected by Madame Caillaux's deadly fusillade is a proposition that lacks the elements of the obvious. Yet we are assured by Armand Dayot, Inspector-General of Beaux Arts, Paris, that one of the results of the shooting of Gaston Calmette, editor of the *Figaro*, will be the immediate acceptance by France of the art treasures which the sculptor has long wished to present to his country. Says Mr. Dayot, writing in *L'Illustration*, Paris, and quoted in the Boston *Transcript:*

"For some time M. Rodin has wished to present to the French nation his very valuable collection of *objets d'art*—antique marbles, curios, and a good many of his own works. For this gift he stipulated that he should have the use of the Hôtel de Biron, in which he is now permitted by the Government to work. Yet not on this modest ground, but on the ground that Rodin's work was unfit for public view, Gaston Calmette had opposed him in *Le Figaro* with a bitterness that had become habitual with the editor in late years. So fierce was this campaign of opposition in 1912 that the Government was literally bulldozed out of countenance and dared not take favorable action upon

M. Rodin's generous offer. But with the removal of Calmette and his obstruction, the real desire of the French nation to possess these treasures at the hands of one of its most distinguished sons has no further barrier opposed to it."

Describing the value to France and to the world of this proposed Rodin Museum, Mr. Dayot goes on to say:

"This new museum will enrich Paris and all France. The halls, niches, and galleries of the Hôtel de Biron are crowded not only with sculptures, gravures, water-color sketches by other hands, but teem with designs, with works of all descriptions, from hasty sketches and notes tossed off by the master in the heat of composition, to finished masterpieces, some of them of heroic proportion and conception. This great artist is accustomed, with an infallible surety of instinct, with a sort of genial divination that never troubles itself with academic niceties, to seize each passing *nuance* of the models before him, whose every play of light and shade he preserves in sketch of pencil or chisel. His studio is therefore a note-book in itself, whose leaves stand about in glorious marble. Not satisfied with his own prolific labors, M. Rodin has been pleasing his whim for fifteen years with the collection of antiques of every sort, of the first order, and numerous small pieces, all embodying some phase of art, some touch of beauty that appealed to his eager tastes.

"But his passion for the Greeks has not been exclusive. He has an eye for the beautiful in any age. In his own words, he prefers the Greeks because 'they realized a complete equilibrium, a complete poise.'

"Visitors to the Rodin museum will be struck by the very remarkable Egyptian specimens collected by the master, the lovely débris, one may say, which those ancients left behind them, as well as by those pieces of medieval art which, crude as they are, contrive to convey a sure and sincere emotion.

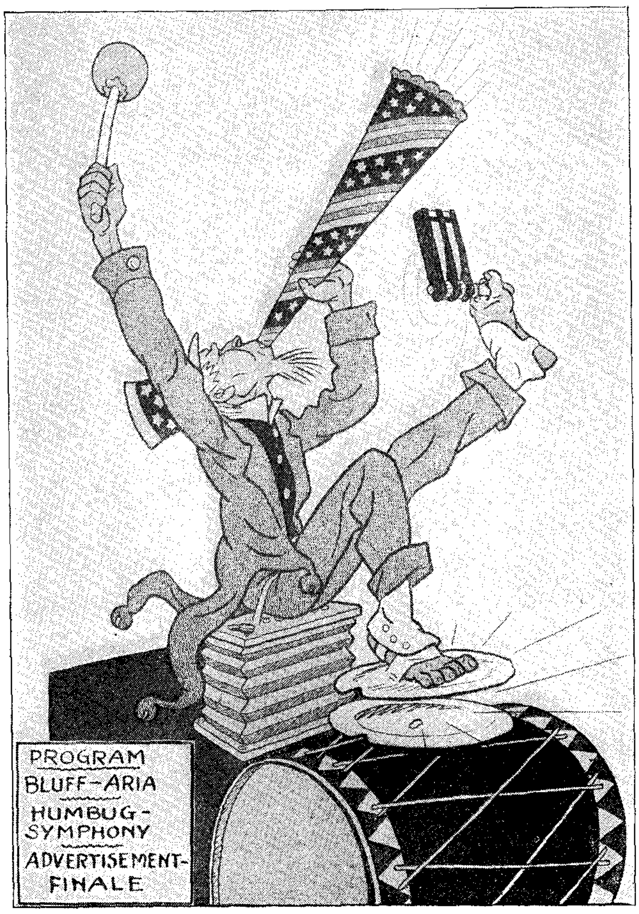
"But neither has the collector stopt with marbles. His house contains rare tapestries, paintings, prints—works by Carrière, Claude Monet, Sargent, Degas, Renoir, and portraits of the master by Sargent, Legros, Camille Claudel, Anders Zorn—certainly a wonderful group of great painters.

"Indeed, visitors to this museum will be forced to pronounce it, after a survey of its contents, a veritable temple of art and of beauty.

"Its power to elevate the popular taste will prove to be incalculable, and it can scarcely be of less service to young artists in the formation of their tastes and the guidance of them in the best traditions of their art.

"The studies, as the master calls them, and they are innumerable and for the most part unknown, would alone prove a valuable education in art, and take the student through the creative processes with the intimacy and lucidity which only a great artist can impart. They will show him what efforts of courage, of conscience, are necessary to a great artist in the prosecution of his work. . . . . . .

"In exchange for the inestimable treasures with which Rodin will furnish the Hôtel de Biron, treasures definitely owned by the State, the nation will engage to put the whole of the splendid dwelling at the disposition of the great artist, there to install his own works and art collections. He will be at the same time the tenant and curator, and it will be only twenty years after his death that all these marvels, which will throw a new brilliance on the old and elegant dwelling of the Duke of Lauzun, will be reassembled in a new setting by the State."



THE NATIONAL YANKEE MUSIC.

"Why should we go to Berlin to study music?"

—© *Ulk* (Berlin).

CONSULAR AID FOR RAGTIME

SMALL COMFORT for the American publisher of ragtime music is to be found in *The Daily Consular and Trade Reports'* analysis of the ragtime market in European cities. This publication, issued in Washington by the Bureau of Foreign and Domestic Commerce, answers the questions of our merchants concerning the needs and conditions of the world's markets. In a recent number, under the heading "Limited Foreign Call for American Music," a dash of cold water is thrown over some hopeful ragtime publisher who evidently asked about the likelihood of interesting Europe in this form of art. He is informed that ragtime is making its way but slowly in Italy; that there is little or no demand for it, or for any form of American music, in Spain or France; that in some German cities American music, "especially ragtime," is very popular; and that in England the market has possibilities. To quote more fully:

"Notwithstanding the prevalence of folk-songs among the peasantry, the deeply rooted love for classical music that pervades all Italy retards the introduction of American 'ragtime,' which is making its way but slowly in that Kingdom. Consul Alexander W. Weddell considers it quite doubtful if the type of music now popular in the United States would find a market in the Catania district. In the vicinity of Leghorn the sale of foreign music, with the exception of German classical selections and French songs, is very limited, owing to the sparseness of the foreign population, states Vice-Consul Leon Böhm de Sauvanne, who is stationed in that Italian seaport.

"Consul Claude I. Dawson reports the entire absence of a demand for American music in Valencia, nearly all instrumental sheet music sold in that Spanish city being brought from Barcelona and Bilboa. Neither does France offer an inviting field for the extension of the sale of foreign music; such as is sold in Marseilles, states Vice-Consul General Paul H. Cram, is supplied almost wholly by Germany and consists of classical music and 'studies' for the improvement of one's technique. Owing to the difference in language, the vice-consul-general adds, there is practically no market for foreign popular songs.

"In Strassburg, Germany, American music, especially the so-called 'ragtime,' is very popular and has a good and ready sale, reports Consul Milo A. Jewett. A German music-publishing firm in Berlin is said to copy the popular and 'catchy' instrumental music and sell it in all parts of Germany; songs are also translated and published by this firm, and some of these American songs are quite popular. Music-dealers in Strassburg say that the German firm referred to can sell the copied music more cheaply than the original can be imported from America.

"The direct sale of sheet music in Manchester and district by means of correspondence and catalogs would not, in the opinion of Consul W. Henry Robertson, be wholly successful for the reason that the local sheet-music dealers, practically without exception, are supplied through London houses and agents. Travelers call upon the wholesale and retail trade regularly throughout the year. Much of the sheet music offered for sale in and about Manchester is printed in Germany, but there is also a fair present demand for American sheet music, such as 'two-steps' and 'ragtime,' and a few American ballads. For mandolin and guitar folios there is very little call."

SHAKESPEARE A BAD DRAMATIST

ONE of the most distinguished of living French critics and educators devotes his latest book to the destruction of the world-wide "superstition" that Shakespeare was a good dramatist. "Let us have the courage to acknowledge it—this god of the theater is a very bad dramatist," declares Georges Pellissier in his "Shakespeare and the Shakespearian Superstition." Before quoting him further we pause to note that Mr. Pellissier is a Chevalier of the Legion of Honor and a professor in the Lycée Janson-de-Sailly, and that one of his many volumes of literary criticism, "The Literary Movement in the Nineteenth Century," was crowned by the French Academy. Altho admitting that Shakespeare was "a great poet," this critic contends that his plays are "an enormous mass of balderdash, in which scenes of the finest sort shine here and there"; and he undertakes to show that in addition to historical inaccuracy, bad taste, and a defiance of the laws of time, space, and probability, they exhibit glaring shortcomings in construction, in characterization, and in psychology. Concerning Shakespeare's knowledge of play construction Mr. Pellissier says, as quoted in translation in the New York *Times:*

"The English poet does not content himself with repudiating arbitrary or hampering rules; he violates the essential principles of composition. Our critics agree in saying that nobody knew better than he how to construct a play. As a matter of fact, few dramatists knew less about it.

"Of course, it does not follow that the best-constructed plays are the best. Who would prefer Ben Jonson to Shakespeare? All I wish to show is that Shakespeare's pieces are badly put together; that in them interest becomes scattered; that their development is now hurried, now slow and lax; that one finds at every step deviations, scenes unduly long drawn out, breaks in the action; finally, that in his plays the action hardly ever has that continuity and coherence to which the fundamental laws of the drama should subject it."

Turning to the question of Shakespeare's psychological delineations, Mr. Pellissier continues:

"Shakespeare has given us some really living portraits; but he is a far better painter than a psychologist. As a rule he shows us creatures of impulse who yield instantly to passion. And when he puts more complex beings before us, he either gives no analysis of them or endows them with such incoherence that we can make nothing either of their character or their conduct.

"*Coriolanus*, *Timon*, *Romeo*, *Lear*, are impossible as psychological studies. *Brutus*, hesitating between affection and duty, might be interesting, but this tragic struggle is indicated merely by a few words.

"*Macbeth* is first a victim of fate, then a monomaniac. *Othello* is a simpleton who yields to fury. As for *Hamlet*, in spite of all the researches into his character, he is as unintelligible as ever; it would be wrong to adopt any one of the interpretations of him which critics have brought forward, since every one takes up only this or that manifestation of his character and these manifestations contradict each other.

"What is *Romeo?* He has no more of a character, in the right sense of the word, than *Juliet*. 'Romeo and Juliet,' says Emile Montégut, 'is the springtime of Shakespeare's heart; it is a flowering of dreams, tremors, ecstasies.' All very well, but why does he add that Shakespeare 'has stored in this play a treasure of experiences and observations?' 'Romeo and Juliet' is, possibly, an admirable love-duet, but, as for the experiences and observations which, we are told, the poet has stored in it, no trace is to be found anywhere.

"*Romeo* loves; that is all. He abandons himself to his passion, without ever collecting himself or even becoming conscious of himself. He symbolizes amorous ardor and intoxication; his soul-state is purely lyrical.

"*Lear*, an imbecile in the first act, becomes a madman later. The only thing we find to admire in him is the truth with which a case of mental alienation is shown.

"The characters whom the English poet has drawn most vigorously have an elementary psychology, viz., *Macbeth* and *Othello*.

"*Macbeth*, from the very beginning, appears perfectly irresponsible. Why does Shakespeare bring in the three witches right at the start? Is it not in order to show that a supernatural agency is going to preside over the action? If, as some critics assure us, he intended to symbolize and embody thereby the temptations haunting our hero, such a proceeding, one must admit, has nothing psychological about it.

"As to *Othello*, even tho Shakespeare paints him as vigorously and powerfully as *Macbeth*, he deserves here also less admiration as a psychologist than as a painter. A psychologist would have desired to trace the processes whereby jealousy is developed in the *Moor* from the first symptoms to the final paroxysm. Yet we get nothing of the sort. And *Othello* is so foolishly credulous, anyhow, that his psychology becomes no longer a matter of interest.

"'But *Iago* impels the *Moor* forward,' some may urge. No matter. In vain critics talk about *Iago's* infernal character. A child would see through the ruses suggested to *Othello* by this diabolical genius.

"*Hamlet* is as complicated as the *Moor* is simple, but the complications of his character, when analyzed, resolve themselves into incoherency.

"If *Hamlet* stands as an enigma, it is simply because he is an enigma without a key. Let us dare to say it: *Hamlet*, as a character, is badly wrought. Shakespeare allowed his conception of him to form in his mind quite haphazard and let it develop in all directions. Several times he recast it and each time he enriched, varied, and complicated it with new characteristics without bothering himself as to whether they harmonized with each other or were compatible in the same individual."

Mr. Pellissier also has something to say concerning the injustice of Shakespeare's attitude toward the French:

"For several centuries England had been almost constantly at war with France, so our poet never loses a chance to slander and vilify the hereditary foe. The victories actually won by the English over the French are not sufficient for him; he must needs add to Poitiers, Crecy, and Agincourt a number of others for the greater glory of invincible Albion.

"If, by chance, we Frenchmen win a battle, as we do, for instance, in 'King John,' it is because Englishmen are fighting under our standards. And not satisfied with representing Frenchmen as bad soldiers, he makes them guilty of the most abominable and absurd perfidy. In the same play the *Dauphin* wishes to massacre the Barons of England, who have brought him victory. Fortunately, *Melun* tells them of the plot. Now, how can that be, one may ask, *Melun* being a Frenchman? Granted—but his grandmother was an Englishwoman, therefore he still has some sense of honor."

At the last Mr. Pellissier, recalling Châteaubriand's condemnation of the criticism that deals only with defects, mingles a little praise with his censure:

"In a well-known and often-quoted passage, Châteaubriand condemns 'the criticism of defects.' In this book of mine I deal entirely with the defects in which Shakespeare's plays abound. But it may be that criticism of defects—and Châteaubriand did not forego it himself in judging Shakespeare—is as good as criticism of beauties, which, but too often, consists of exaggerated and futile praise. Anyhow, the former brand of criticism is justifiable when used to arouse a reaction against blind admiration. . . . . . .

"Our taste, that classic taste for sobriety, order, and harmonious proportion, makes us, even to-day, when not led astray by foreign influences, more sensitive to certain faults than either Englishmen or Germans. And, moreover, the faults of Shakespeare's plays are not offensive to French taste alone. He scorns truth and reason, he mixes strange, unimportant, and incongruous incidents, he knows no more about following an idea or sustaining a character than about devising action. On the tragic side he deals largely in truculent tirades, while his comedy is mostly a lot of plays on words and puns.

"But we can not deny that he was a great poet. . . . Incapable of restraining his imagination, he lets it get beyond him completely, from which come all his incoherences, digressions, brutalities, overrefinements, pathos, bombast, nonsense, and rubbish. Yet even when he outrages reason and truth, such is his fire and spirit, such the extraordinary mobility of his imagination, that we are dazzled and stunned, and that alone suffices for making him without a peer.

"Yet, in spite of all their admirable beauties, Shakespeare's works are an immense, confused mass. They seem like the work of a schoolboy of genius, who, having neither experience, restraint, nor tact, squanders his abortive genius prematurely."

RELIGION AND SOCIAL SERVICE

A PLEA FOR RETICENCE

MORE THAN ONE PROTEST has been heard of late against what the New York *Nation* calls "this frenzy of plain speech on subjects proper and improper—mostly improper—that characterizes public discussion to-day." As *The Nation* dispassionately states the situation, "at one end of the scale is the college professor who believes sincerely in the necessity of teaching a certain amount of sex hygiene to children; at the other end of the scale is the Broadway manager who has capitalized the brothel; and between the two is a whole army of writers, speakers, educators, agitators, more or less intelligent, more or less sincere, who have been working on the single assumption that the evils of the world need only to be sufficiently advertised to be cured." Of the voices raised in challenge of this assumption perhaps none has attracted more attention than that of Miss Agnes Repplier, the distinguished essayist, who discusses the subject in the March *Atlantic Monthly*. Since there is really nothing new about the Seven Deadly Sins, remarks Miss Repplier, "why this relentless determination to make us intimately acquainted with matters of which a casual knowledge would suffice?" While she holds no brief for "the conspiracy of silence," which she admits was "a menace in its day," she maintains that "the breaking of silence need not imply the opening of the flood-gates of speech." She goes on to say:

SHE DEPLORES THE REPEAL OF RETICENCE.

Miss Agnes Repplier protests against the "relentless determination" of the modern press, platform, and stage "to make us intimately acquainted with matters of which a casual knowledge would suffice." There is really nothing new about the Seven Deadly Sins, she reminds us, except our freedom in discussing them. Mere knowledge of evil, she declares, will not take the place of religion and discipline.

"It was never meant by those who first cautiously advised a clearer understanding of sexual relations and hygienic rules that everybody should chatter freely respecting these grave issues; that teachers, lecturers, novelists, story-writers, militants, dramatists, social workers, and magazine editors should copiously impart all they know, or assume they know, to the world. The lack of restraint, the lack of balance, the lack of soberness and common sense were never more apparent than in the obsession of sex which has set us all a-babbling about matters once excluded from the amenities of conversation.

"Knowledge is the cry. Crude, undigested knowledge, without limit, and without reserve. Give it to boys, give it to girls, give it to children. No other force is taken account of by the visionaries who—in defiance or in ignorance of history—believe that evil understood is evil conquered."

Miss Repplier thinks that the natural interest of the child's mind in problems of sex has been greatly overestimated by many modern educators:

"We hear too much about the thirst for knowledge from people keen to quench it. Dr. Edward L. Keyes, president of the Society of Sanitary and Moral Prophylaxis, advocates the teaching of sex hygiene to children, because he thinks it is the kind of information that children are eagerly seeking. 'What is this topic,' he asks, 'that all these little ones are questioning over, mulling over, fidgeting over, imagining over, worrying over? Ask your own memories.'

"I do ask my memory in vain for the answer Dr. Keyes anticipates. A child's life is so full, and everything that enters it seems of supreme importance. I fidgeted over my hair which would not curl. I worried over my examples which never came out right. I mulled (tho unacquainted with the word) over every piece of sewing put into my incapable fingers, which could not be trained to hold a needle. I imagined I was stolen by brigands, and became—by virtue of beauty and intelligence—spouse of a patriotic outlaw in a frontierless land. I asked artless questions which brought me into discredit with my teachers, as, for example, who 'massacred' St. Bartholomew. But vital facts, the great laws of propagation, were matters of but casual concern, crowded out of my life, and out of my companions' lives (in a convent boarding-school) by the more stirring happenings of every day. How could we fidget over obstetrics when we were learning to skate, and our very dreams were a medley of ice and bumps? How could we worry over 'natural laws' in the face of a tyrannical interdict which lessened our chances of breaking our necks by forbidding us to coast down a hill covered with trees? The children to be pitied, the children whose minds become infected with unwholesome curiosity are those who lack cheerful recreation, religious teaching, and the fine corrective of work. A playground or a swimming-pool will do more to keep them mentally and morally sound than scores of lectures on sex hygiene."

Knowledge, Miss Repplier declares, will not take the place of religion and discipline:

"It is assumed that youth will abstain from wrong-doing, if only the physical consequences of wrong-doing are made sufficiently clear. There are those who believe that a regard for future generations is a powerful deterrent from immorality, that boys and girls can be so interested in the quality of the baby to be born in 1990 that they will master their wayward impulses for its sake. What does not seem to occur to us is that this deep sense of obligation to ourselves and to our fellow creatures is the fruit of self-control. A course of lectures will not instil self-control into the human heart. It is born of childish virtues acquired in childhood, youthful virtues acquired in youth, and a wholesome preoccupation with the activities of life which gives young people something to think about besides the sexual relations which are prest so relentlessly upon their attention.

"The world is wide, and a great deal is happening in it. I do

> not plead for ignorance, but for the gradual and harmonious broadening of the field of knowledge, and for a more careful consideration of ways and means. There are subjects which may be taught in class, and subjects which commend themselves to individual teaching. There are topics which admit of *plein-air* handling, and topics which civilized man, as apart from his artless brother of the jungles, has veiled with reticence. There are truths which may be, and should be, privately imparted by a father, a mother, family doctor, or an experienced teacher; but which young people can not advantageously acquire from the platform, the stage, the moving-picture gallery, the novel, or the ubiquitous monthly magazine."

The Nation, which we have already quoted, thinks that the reader "will agree with Miss Repplier's main thesis, which is that noise and progress are not synonymous; that the Puritanism which is so bitterly flagellated was a Puritanism of utterance which did not stand in the way of a fair appreciation of the facts of life; and that in general the trumpeted revelations of social evils are largely the emphatic way a young generation always has of announcing the discovery of things which their fathers have known all along." Turning from the relative values of frankness and reticence to a consideration of the causes that have brought about this remarkable change in our habits of speech, *The Nation* traces it, in part, at least, to the feminist movement, and in part also to the social-settlement movement. We read:

> "The emphatic note, or the hysterical note, as one may choose to call it, was struck first some ten years ago by the 'muck-rakers.' We use the term in no invidious sense. The point is that in the discussion of public problems the academic note made way for the loud note.
>
> "The application of the muck-raking rhetoric to feminism was all the more natural because the woman movement is so intimately a part of the social agitation which opened out of the campaign against political misrule. It was impossible to speak of bosses and political corruption without speaking of the vicious saloon and the brothel, those twin supporters of bossism. To what extent our reticence in the terminology of sex is due to the very genius of the English language, and to what extent it is due to Puritanism, hardly matters; the fact remains that where other nations used plain terms we were in the habit of employing euphemisms or circumlocutions. We spoke—and for that matter, still speak very often—of 'unfortunates,' of 'the social evil,' of 'resorts.'
>
> "But in the striving for more and more emphasis on the one hand, and on the other in the great numbers—young men and women for the most part—who gave themselves sincerely to social service, the straight-from-the-elbow vocabulary was bound to make its way. Young men and women who went down to the tenement districts, who began to concern themselves with nurseries, settlement-houses, dance-halls, moving-picture theaters, with the entire life of the poor among whom the reticences, the privacies, and the delicacies of life are apt to undergo considerable modification, naturally acquired the habit of plain speech.
>
> "To the degree in which the lives of these young women from the well-to-do families became less sheltered, their vocabulary became less sheltered. Thus the way was prepared for the technical discussions of problems of sex morality and of race improvement."

But behind such specific causes working for the abolition of reticence, continues *The Nation*, is "the outstanding feature of our national psychology, our genius for throwing ourselves with unrestrained enthusiasm and credulity into what we are doing." Enlarging upon this characteristic it goes on to say:

> "Because we are a nation of business men, other nations are accustomed to call us a practical people; what they mean is that we are an intense people. We work hard and play hard and break down from overplay as from overwork We are not practical. We are a nation of believers in patent medicines and panaceas. The latest thing that comes along is sure to regenerate the world. It may be eugenics, it may be the Boy Scouts, it may be the direct primary, it may be grated peanuts. Grated peanuts are not merely a food; taken in sufficient quantities they will make us successful in business, purify our politics, adjust our industrial problems, and solve the servant question."

A CHURCH TREASURER'S CONFESSION

A CERTAIN CLASS of churchgoers must sing with great joy the line "Salvation is free for you and me," says a writer in *The Congregationalist* (Boston), and he adds that they consider it so absolutely free as to feel "under no obligation to pay a cent for their share of it." The statement proceeds from a man who has been a church treasurer for twenty-one years and now for the first time breaks his silence about some of his discoveries in the realm of giving, reminding us that a church treasurer learns things no one else in the church may learn, many of which are rather amazing. For instance, he mentions the large number in some churches who give nothing at all toward their support; and he contrasts the man with an income of six hundred dollars a month, who gives fifty cents on Sunday, with the washerwoman who gives the same amount. Proportionately, we are informed, "the poor give infinitely more than the well-to-do," while those who give least usually have most to say about how the church should be run. The writer cites some amusing apologies of members who have fallen behind in their contributions and speaks of others who when gently urged to pay their subscriptions treated him resentfully and accused him of un-Christianlike behavior. Nevertheless he has a word of appreciation for "the true-hearted men and women" who do their duty in the support of their church, and ventures the hope that the other kind may soon be "educated up to giving." On the subject of the greater generosity of the poor we read:

> "The church treasurer who is making these reflections has on his books names of persons with incomes of but ten and twelve dollars a week who give from fifty cents to a dollar of this income every week to the various offerings of the church. He could, if need be, produce the names of several working-girls receiving from five to seven dollars a week whose regular weekly contributions to the Church alone are from forty to fifty cents, and all of these girls live away from home and pay room-rent and board. He could place beside these names a long list of names of persons whose wages exceed twenty-five dollars a week who give from twenty-five to forty cents a week. He could give the name of a widow, with four children all under fifteen years of age, and the needle of this poor woman is the chief support of the family. Two of the boys earn a small sum before and after school, but it is doubtful if the combined income of the family exceeds twelve dollars, but this mother and each of her four children have a package of church contribution envelops and these envelops are dropt into the contribution baskets every Sunday of the year. There may be Sundays when only one member of the family appears at church, but when that happens, and it happens seldom, all five of the envelops come with that member of the family.
>
> "In contrast to this it would be easily possible to give the name of a well-to-do family of six persons, the husband and father of which is the only person having envelops. He gives a dollar a Sunday for the entire family to 'save the bother' of all of the family having envelops. The moral effect of each member having his or her own envelops and giving regularly and systematically is lost sight of, while the treasurer falls to wondering how this man can feel that a dollar a week is a fair and generous offering for six persons in a family in which the combined income must be well on to one hundred dollars a week."

Only an abundant sense of humor can keep a church treasurer from becoming sour and cynical, we are told by the writer, who says, in comparing the giving habits of young people that "girls and women are more conscientious than boys and men . . . and give more generously of their income."

The excuses offered by the "forgetful" members when their memory is refreshed also is a cause of wonderment to this church treasurer, who remarks:

> "He has been told that 'back envelops' can not be filled because the owners of them have bought a piano 'on payments' and all other financial obligations must be held in abeyance until the piano is paid for. He has even been told by a prospective bride that her weekly offering of ten cents a week would be discontinued in view of the expense of her approaching nuptials,

but that she would seek to get her husband-to-be to double his subscription as soon as they were married, and that would 'even things up.' He has had subscriptions discontinued because the pastor had 'hit' some one in his sermons, even tho the pastor has had no intention of being personal and is happily unaware of the fact that he has clubbed any one. But the pastor seldom remains for long 'happily unaware' of any of his blunders. He usually has knowledge of them on the very heels of their commitment."

Referring finally to the contention of some that church people have not been taught how to give and that the problem of church support is merely "a matter of education," the writer says that "it would be easy to secure the signatures of many church treasurers to a petition to have such a school started as soon as possible. Only the church treasurer knows how much it is needed."

A DEFEAT FOR RELIGIOUS CONTROL OF EDUCATION

A WARNING to all denominational colleges may be divined from the expressions of surprize with which some religious editors meet the decision of the Tennessee Supreme Court against the Bishops of the Methodist Episcopal Church, South, in the famous Vanderbilt University case. For forty years this Church has been acting on the assumption that the university belonged to it, and, we read, it awakens at this late date to discover the relations between Church and university to be most tenuous and the influence of the Church on the collegiate corporation to be practically, if not wholly, nil. Therefore one editor describes the verdict as being of "far-reaching import," meaning presumably to note that it establishes a precedent which should not be overlooked by other church bodies. The immediate effect, however, in some quarters, is one of poignant regret and frank concern about Southern Methodism's future cooperation with the university; and tho it is admitted the controversy is over in the courts, one may gather that whether it is finished outside them is another question.

The suit proceeds, as has been stated formerly in these pages, from the struggle between the College of Bishops and the secular Board of Trust for control of the institution, and turned particularly on the bishops' veto of Andrew Carnegie's gift of $1,000,000 to the medical department. The Church authorities, it is said, declined to sanction the acceptance of the money on the ground that they construed the offer to mean that the medical college was to become independent of denominational control. The present court's decision, which reverses that of a lower court, empowers the Board of Trust to take Mr. Carnegie's million and, according to the Nashville *Christian Advocate* (Methodist), grants the trustees their every contention, which is more even than they themselves "hoped for in their most hopeful moments." Of chief importance in the Supreme Court's ruling, which, press reports say, contains no mention of the Carnegie gift, is that it fixes the balance of authority with the Board of Trust, recognizing it as the actual incorporators and as "a self-perpetuating body." The board also is qualified to name persons to fill vacancies, tho these nominations must be submitted to the General Conference for confirmation, all of which inspires *The Advocate* to remark:

> "Some one may ask: 'Does not the opinion of the court leave the Church where she really has been during all these years?' This question, from two considerations alone, is to be answered emphatically in the negative. The Church for more than four decades has had the pleasure of believing the university to be her legal property. Now that consciousness has departed, and with it much that counts. There is a wide difference between confirming a trustee when you think you are entitled to elect him and confirming when you know you can do nothing else. 'Only a feeling,' it may be said, but there may be a little world in a feeling.
>
> "Again, in confirming trustees the General Conference must be warned against the danger of contumacy. According to the court, if we understand its language, the General Conference in refusing to confirm a trustee can save itself from contumacy only by showing cause for rejection. It is not necessary to explain what this means to a great Church which from the beginning has claimed the right to express its mind fully and freely and without challenge and without subjecting itself to the danger of becoming 'contumacious.'"

The editor of *The Advocate*, quoting a statement of the Nashville *Tennessean* that the confirmation of the Board of Trust's nominations by the General Conference of the Church is only "a perfunctory duty and not essential to the seating of trustees," says of it:

> "There is enough of truth in this to make us seriously think. The Church, according to the court, does not own a penny of the property of Vanderbilt University. An investment of a million dollars by the Church in the university would not give the Church the ownership of one penny of that million. The possibility on the part of the Church of impressing the character or shaping the policy of the institution is very slight. The relationship between the Church and the university is very tenuous.
>
> "The Church in maintaining the relationship has much to lose and nothing assured to gain. Would it be better under the circumstances for the Church to concentrate its possible efforts and resources on the maintenance of the present relationship than to concentrate them on that which may be really hers, to be controlled by her and fashioned into a powerful factor in the work of Christian education and universal righteousness? This is a practical question which should not be difficult for the Church to answer.
>
> "The question should be answered dispassionately and with a view to the largest welfare of Methodism, Christian education, and every other worthy interest involved. There can be no feeling of ill will toward Vanderbilt University, which for more than four decades Southern Methodism has regarded as her own child, bone of her bone and flesh of her flesh. Now that this child, according to the court, belongs to another, its continued highest welfare and usefulness must continue pleasing to the Church.
>
> "Finally, we would say that, as a matter of self-protection, the General Conference should make it one of its first duties to appoint a commission clothed with authority to consider all of the property of the Church managed by boards and corporations and see whether it is bound safely to the Church; and if it is not, to take immediate and proper steps to insure its safety."

One fact at least is made clear by the decision, in the judgment of *The Northwestern Christian Advocate* (Methodist, Chicago), which is, that "the bishops have not supreme power in the Southern Church." This journal hopes the long and bitter controversy of three years or more will now come to an end, but we read in the St. Louis *Globe Democrat* that "the case is likely to become the greatest issue before the quadrennial session of the General Conference in Oklahoma City in May."

An illuminating sidelight on the outcome of the suit may be gleaned from *The Tennessean* which relates how the news was received at the university:

> "A parade, which was in many features the most spectacular ever attempted by Vanderbilt students, celebrated the sweeping victory of the Board of Trust over the Methodist bishops, Saturday.
>
> "For the first time in the history of the university Chancellor Kirkland sat in an automobile at the head of the parade, and with him were Whitefoord R. Cole, of the University Board of Trust; Dr. Witherspoon, of the Medical Department; Dr. Burch, Dean of the Medical Department; and several automobiles full of other prominent Vanderbilt officials. The parade was led by Cheer Leader George Armistead and began forming at Kissam Hall immediately after supper. West Campus students were soon joined by the Medical Department students.
>
> "Three students were left on the Medical Department campus, it is said, and one of these was unable to walk on account of a broken leg, and the other two did not have car-fare to come to town on. Of the twelve hundred students at the university, probably one thousand joined in the parade, which was one of the most orderly ever held in Nashville."

THE UNIVERSAL UNIVERSITY

AN EDUCATION OR A TECHNICAL TRAINING FOR ANYONE, ANYWHERE AND IN ALMOST ANY SUBJECT

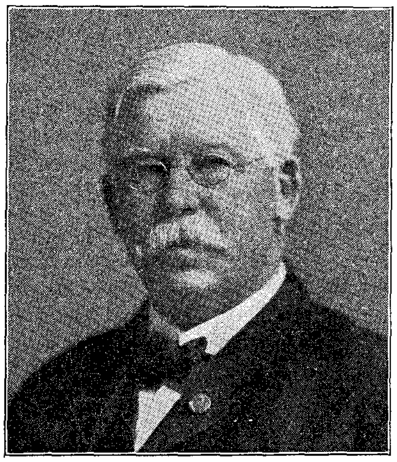
BEING THE STORY OF HOW A HUMANITARIAN IMPULSE GREW INTO THE GREATEST TEACHING INSTITUTION ON EARTH

BY DR. JOSEPH H. ODELL

IT is not my purpose to offer any article or commodity for sale. What I am writing now to the intelligent American public has no commercial or financial end in view. One of the most remarkable educational and sociological institutions in the world's history has grown to international fame and power in our midst and while multitudes of men have been benefited by it the leaders of national thought and enterprise have so far failed to realize its importance as a national asset.

An institution that has become a big factor in enhancing industrial efficiency, that has increased the earning power of hundreds of thousands of men and has become a social and moral lever to innumerable families is worthy of being understood.

Entirely free from the taint of charity and without adding a mill of taxation to the over-burdened taxpayer the International Correspondence Schools have succeeded in realizing many of the hopes and ideals of political economists and humanitarians. No thoughtful man should be willing to remain ignorant of the purpose, methods, and achievements of this institution.



MR. THOMAS J. FOSTER

A Fruitful Humanitarian Impulse

The International Correspondence Schools had their birth in a humanitarian impulse. Twenty-five years ago Mr. Thomas J. Foster, then proprietor and editor of *The Mining Herald*, of Shenandoah, Pennsylvania, was appalled by the number of mine tragedies in the anthracite coal regions. He believed they were due chiefly to ignorance on the part of the mine owners, superintendents, and workmen. In order to furnish information to those engaged in the hazardous occupation of mining Mr. Foster began a series of "Questions and Answers" in his paper. At that time the only practical textbooks on the subject were published in England and by means of their contents Mr. Foster answered the questions that soon flooded his columns. It was quickly discovered that miners, mine foremen, and superintendents were willing to pay for a more extended course of study if such were available.

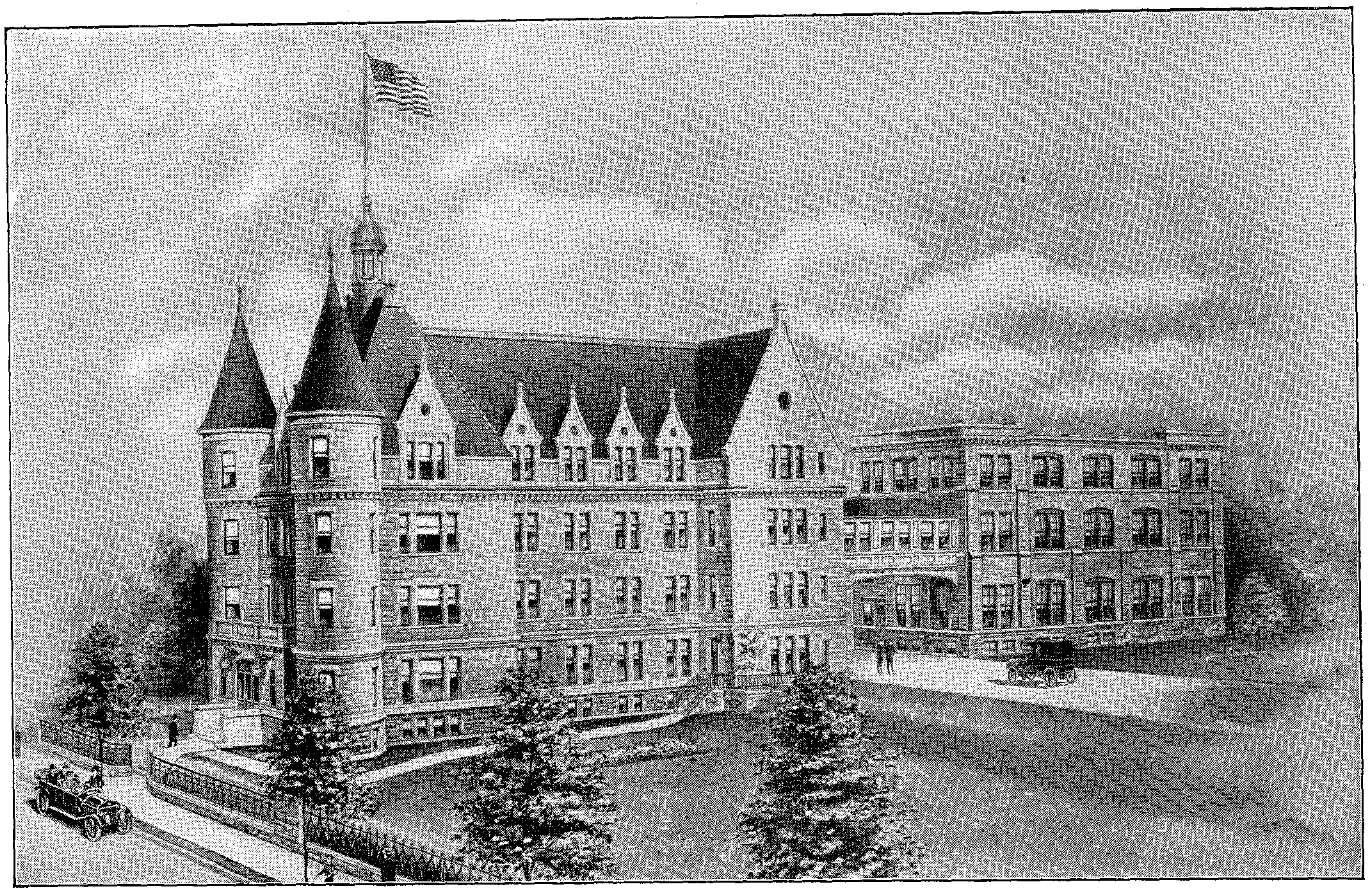
With the help of competent engineers Mr. Foster prepared a course of correspondence instruction in coal mining and his first group of students began serious work twenty-two years ago. That successful beginning stimulated not only the humanitarian but the educational confidence of the editor of *The Mining Herald*, and from that day to this Mr. Foster has been constantly adding new courses of correspondence instruction, until now the International Correspondence Schools offer 275 courses of study—a far greater number and variety than any university in the world.

Sound Educational Basis

If the International Correspondence Schools had been an ordinary educational institution they could have adopted textbooks prepared by classroom experts; but it quickly developed that to teach by correspondence required an entirely new method. The institutions that have tried to carry on instruction by mail based on the ordinary textbook have failed. The I. C. S. textbooks are designed to meet the need of the student studying at home. They take practically no previous knowledge for granted; they proceed by easy stages and lead the student forward by natural and carefully graded steps; they foresee and meet the difficulties of the student by copious explanations, demonstrations, and illustrations; they eliminate all irrelevant matter, giving only such instruction as is essential to the mastering of the subject; the lessons are in brief units so arranged that the student is relieved from overstrain.

These textbooks form a library of 250 volumes and cost more than two million dollars ($2,000,000) to prepare. They are kept under constant revision with a view to meeting the difficulties of the student and to convey the newest knowledge or the latest methods of application. The costs of preparing a few of the courses are here given: Architectural, $98,178.06; Civil Engineering, $88,887.19; Textiles, $76,532.09; Coal Mining, $74,075.06. This expenditure upon textbooks certainly points to a solid and permanent foundation for the International Correspondence Schools.

The value of these textbooks is attested by the fact that they have been purchased and are being used for classroom work or for reference purposes in 167 universities, colleges, government schools, institutes of technology and vocational schools in America. The University of California has just discarded its textbooks dealing with the strength of materials and has had the International Correspondence Schools instruction papers on that subject bound into volumes, and has adopted them exclusively for the use of its students. The U. S. Navy Department has ordered 15,000 I. C. S. pamphlet textbooks for use in the new naval shipboard schools. This is about one-fifth of what will be required when the schools are in full operation. Several of the largest in-



ADMINISTRATION BUILDING, SCRANTON, PENNSYLVANIA

dustrial corporations of the country are using I. C. S. textbooks and instruction papers in the classes they have formed for the training of their apprentices and employes.

The Universal University

Has this outlay been justified? The answer is that the International Correspondence Schools have enrolled 1,651,765 students in the United States and Canada during the past twenty-two years and are now enrolling new students at the rate of 100,000 a year. These figures are not given simply because they form an impressive total but for the reason that such an institution can only provide high grade and efficient instruction when working on a large scale. For example, one of the courses of study—Electrotherapeutics—has a small enrolment because it is an advanced study for medical practitioners. The cost of conveying the instruction and correcting the papers results in a considerable loss each year to the institution. Salaries and overhead charges are just as great whether five or fifty papers are corrected per day. On the other hand, the Electrical Engineering Course has been taken by 224,188 students and so it is possible to handle the students' work at the minimum cost.

In the place of classroom recitations the student is required to send written answers to the School Examiners of the Instruction Department, the questions being designed to test the actual mastery of the subject by the student and cannot be answered by a mere formal copying of the text.

These papers are very carefully examined by the expert examiners, all errors are corrected, difficulties explained, and the principles and processes made clear if they seem obscure to the student. Marks are given for each grade of work and no scholar is permitted to go on with his next lesson until the one upon which he is engaged is entirely satisfactory.

In order to prepare the student for serious work upon his course, he is required first to pass an examination upon a preliminary pamphlet, entitled "The Art of Study," in which he is taught how to study to the best advantage.

Finding and Inspiring Students

While it may be acknowledged that advertising is one of the most important factors in modern life, it has been demonstrated that the International Correspondence Schools cannot secure enough students, even by means of the most elaborate and costly advertising, to insure the success of their enterprise, either upon humanitarian or commercial grounds. More than twenty years ago President Foster realized the force of Professor Huxley's statement: "*I conceive that two things are needful. On the one hand, a machinery for gathering information and providing instruction; on the other hand, a machinery for catching capable men wherever they are to be found, and turning them to account.*"

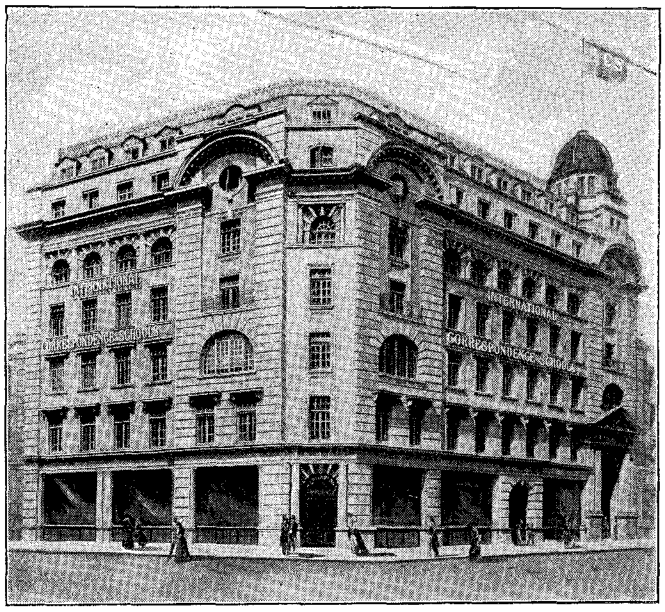
One of the chief differences between the regular college or university and the International Correspondence Schools lies in this: men who *want* an education *seek* the university, whereas the International Correspondence Schools *find* the men who *need* an education. No less than 1,346 agents of the Schools are scattered through the United States and Canada, whose one business it is to go into the homes, mills, factories, and workshops to persuade men that they can be benefited by a course of instruction. These agents create ambition, stimulate hope, and preach self-reliance. They tell men, and they prove their point by innumerable examples, that they can make themselves more efficient in their present occupations or qualify themselves for other and more congenial and more remunerative occupations by a course of study at home and in their spare time. In this way they have personal interviews with tens of thousands of persons each week and the contact thus established results in inspiration and encouragement to multitudes who have lost hope in the hard battle for existence amid modern conditions. The International Correspondence Schools, as a part of their student enlistment work, also run instruction cars on a number of the most important railroads of the United States and Canada.

The cost of establishing and developing these agencies has been enormous, but the results have amply justified the investment from every standpoint. Up to the present the International Correspondence Schools have spent $1,703,965.20 in agency establishment, but the money thus invested must be regarded as necessary equipment just as much as the right of way cost of a railroad.

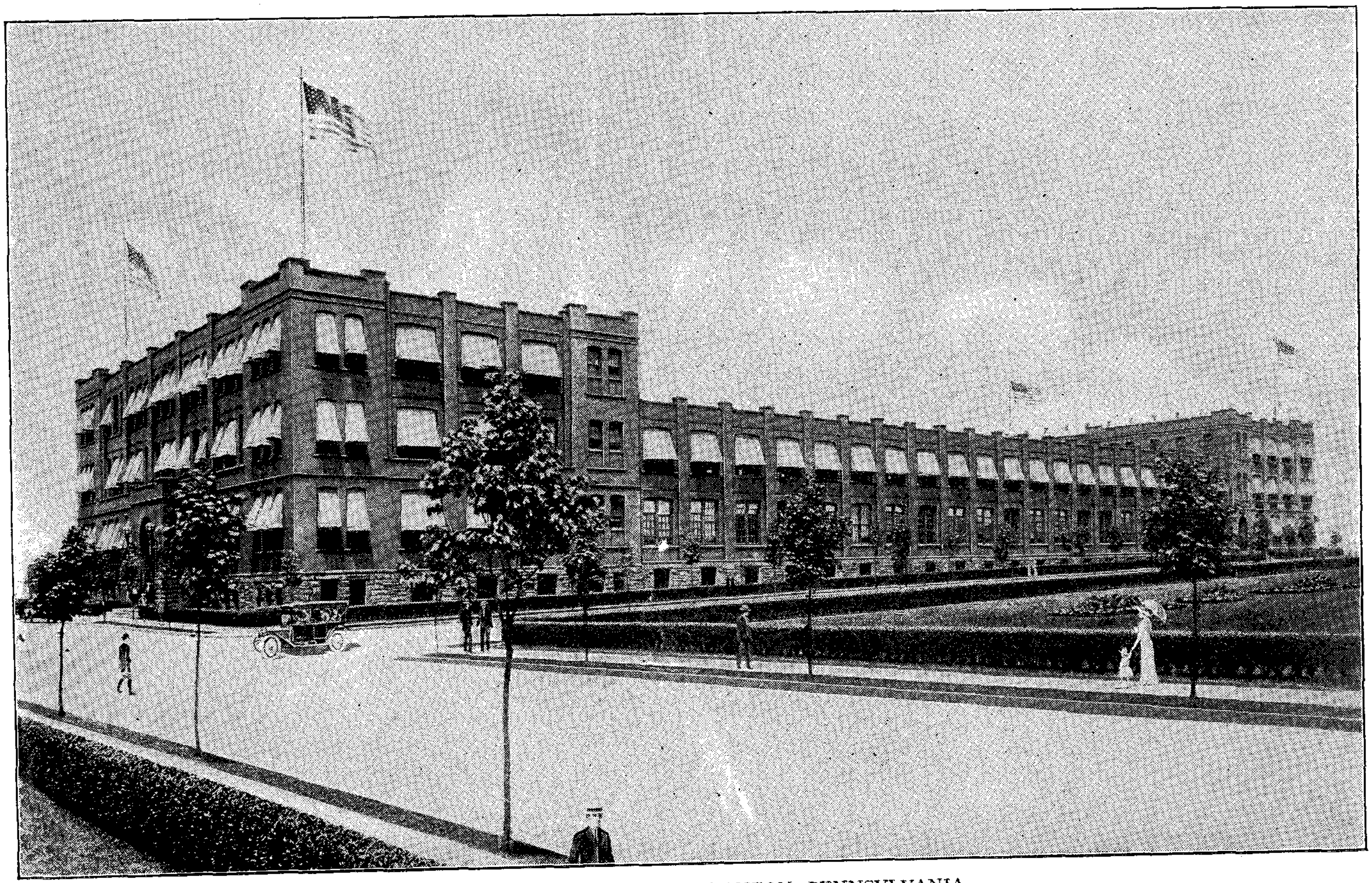
Keeping the Students Studying

No graver mistake can be made than to imagine that the International Correspondence Schools make a profit from lapsed students. Lapsing of students does not appreciably reduce the costs of the institution. As most of the enrolled students pay for their courses of instruction on the instalment plan the profits of the enterprise come from the instalment payments of the students. A student will not continue to pay unless he continues to study, therefore it is the best business policy of the Schools to establish the study habit. Once a month, at least, the representative or agent of the Schools calls upon the student, not simply to collect the instalment due, but to offer encouragement, advice, and even assistance with his studies. This constant contact of the International Correspondence Schools with the student-body makes the institution a bona fide, educational agency rather than a merely commercial enterprise, and insures a permanent future.

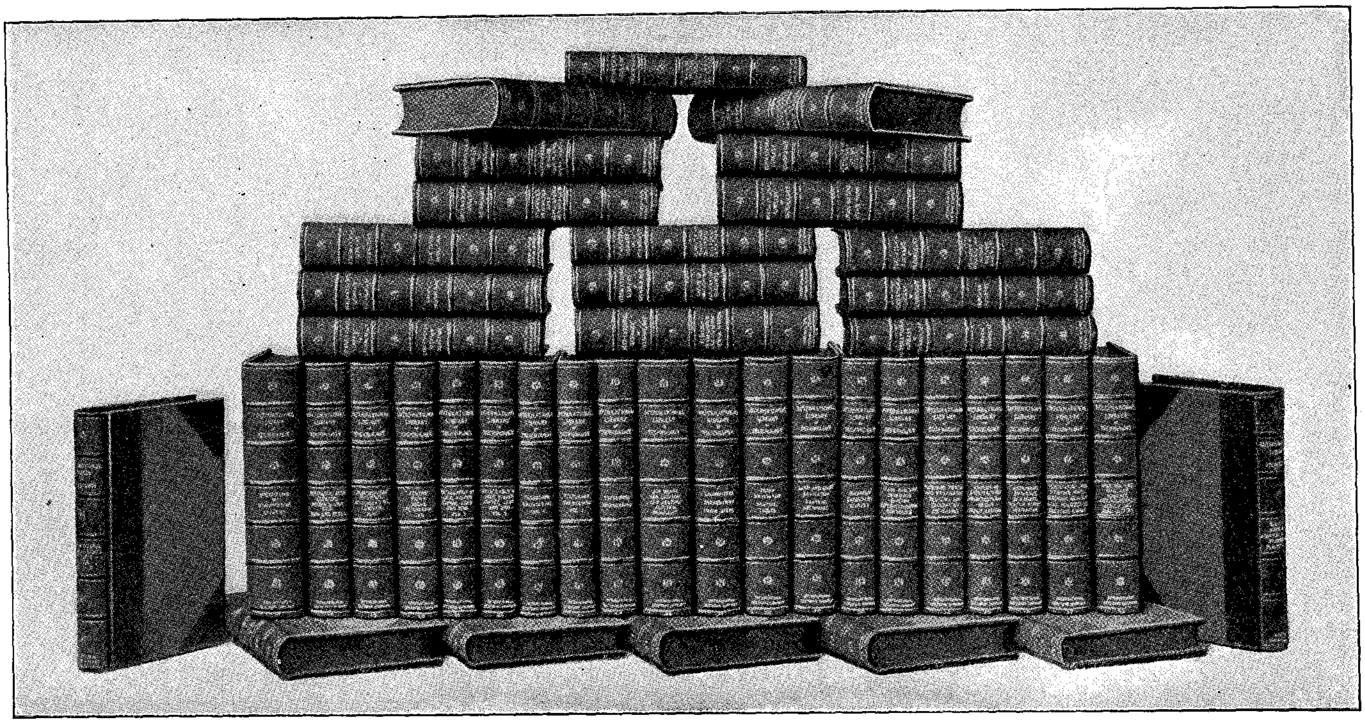
Indeed, no effort is spared to keep the student at his studies without intermission. Besides instructing the students in the most approved methods of acquiring knowledge prior to the first lesson of their course, and the periodic calls of the representative, a special department of encouragement and inspiration has been established by which sluggish or discouraged men are stimulated in their work. During the year 1913 no less than 805,079 individual letters were sent out to such persons, over and above 205,813 special letters dealing with particular difficulties encountered in the progress of their study. This resulted in an increase of 45 per cent. more study



INTERNATIONAL CORRESPONDENCE SCHOOLS, LONDON, ENGLAND



INSTRUCTION BUILDING, SCRANTON, PENNSYLVANIA



A SAMPLE GROUP FROM THE 250 VOLUMES OF I.C.S. TEXTBOOKS

than was achieved before the department was put into force.

The International Correspondence Schools are faithfully, earnestly, and persistently trying to convey instruction by every method known to pedagogy and psychology and they are sparing no money in the effort.

Do the Students Profit?

Beyond a doubt. Every day the evidence accumulates and can be placed before any one who wishes to investigate. The International Correspondence Schools recently published a book giving the life history of 1,000 of their students, in each case furnishing the reader with the name, address, and occupation of the example cited. These were simply a cross-section taken from 26,000 letters, voluntarily sent to the institution, gratefully acknowledging the benefits received from the instruction of the Schools. It is no exaggeration to state that every city and fair-sized town, and almost every village in America, can furnish examples of men who have been lifted by this one institution from penury to comparative affluence, from obscure drudgery to honor and influence, from the precarious ranks of unskilled and ill-paid labor to positions as skilled mechanics, foremen, superintendents, manufacturers, and men of large financial affairs. In fact many very successful and well-known heads of big industries, engineers, architects, and corporation managers have been International Correspondence students and have reached their positions of eminence by means of the instruction and training provided by this institution.

No one can possibly estimate the economic and social and moral part that the International Correspondence Schools have played in our complex national organism during the last two decades. Behind all statistics there are visions of a new and healthier and happier environment for multitudes of families.

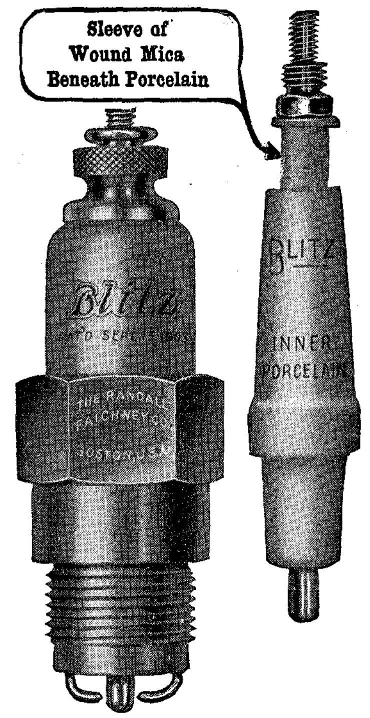
World-Wide Extension

Fortunately the International Correspondence Schools are on a firm financial foundation. They have done a gross business amounting to $85,753,140, and have distributed cash dividends amounting to $7,025,372, and stock dividends of $1,875,000. Besides this they own buildings valued at $1,159,280.29, copyrights and plates estimated to be worth $1,864,404.25, and behind it all a substantial surplus. This has enabled the International Correspondence Schools to become genuinely international. Added to their 3,400 employes in America, they have started a branch school in London which promises soon to rival its parent in this land. Already there is a staff of 400 instructors, textbook writers, and clerical employes in London, with 700 men engaged in selling scholarships in the British Isles. More than 100 men represent the I. C. S. in the British Colonies and the movement has the indorsement and cooperation of prominent English officials and educationalists. Branches are being organized in Central and Southern America, Mexico, France, Spain, and China for which special textbooks are now being prepared.

The Man Who Feels, Sees and Does

President Foster is a man of deep feeling, clear vision, and prompt action. From his office in the Administration Building in Scranton, Pennsylvania, he directs the energies of nearly 5,000 persons who are dedicated to conveying education and technical training to those who need it in any part of the world—even to the remotest corners of the earth, to places where the name of America is hardly known. He is pouring out thousands of tons of educational and inspirational literature every year, every page of which he hopes will open the door of opportunity to some one who now feels doomed to poverty and obscurity for the lack of adequate educational training. When men awaken to the facts and all of their far-reaching consequences in the advance of civilization and social progress, Thomas J. Foster, Founder and President of the International Correspondence Schools, will be hailed as one of the greatest and most honored of modern benefactors and educationalists.

Two Plugs In One


Sleeve of Wound Mica Beneath Porcelain
Blitz
THE RANDALL FAICHNEY CO BOSTON, U.S.A.
BLITZ
INNER PORCELAIN

Look at the smaller illustration. This shows the mica-wound sleeve slid partly out of the porcelain shell which protects the mica from oil.

Porcelain is oil-proof, but at best is fragile. Mica is unbreakable, but readily absorbs oil. *Thus, the Blitz is doubly insulated,* combining the virtues of the mica plug and the porcelain plug without the weakness of either.

Then to make assurance doubly sure, over all is placed an outer jacket of the toughest and strongest porcelain obtainable.

Even should both porcelains be broken, the sleeve of mica would still keep the spark jumping at full strength.

That is why it is known as

Blitz

"The Spark That Never Fails"

The larger illustration shows how handsomely the Blitz Spark Plug is finished.

The outer porcelain jacket—finished in rich bronze blue—gives additional strength and sturdiness—protecting the inner plug from moisture and breakage. The shell is of cold rolled steel, carefully polished and case-hardened. The top nuts heavily nickeled.

For service, appearance and faithfulness, the Blitz Spark Plug is not equalled—our guarantee tag is attached to every plug—a guarantee against deterioration, against failure through defective material or workmanship.

A very good reason why you should equip your car with the Blitz now and end your spark plug troubles.

Made in all sizes for domestic and foreign cars. Special type for Ford cars. Special type for motorcycles.

Ask your hardware or accessory dealer. All styles. $1.00 everywhere. If your dealer does not have them, send his name and $4.00 for a set of four plugs.

The Randall-Faichney Co.
Jamaica Plain Station, Boston, Mass.
Makers of Jericho, "The Horn That Says Please," for automobiles and motorcycles

REVIEWS OF NEW BOOKS

HISTORY AND BIOGRAPHY

I

LORD LISTER

Wrench, G. T. Lord Lister, His Life and Work. Illustrated. Cloth. Pp. 384. New York: Frederick A. Stokes Company. $4.50 net.

With the daily advance of medical science and the general open-mindedness of scientific workers to new methods of curing and preventing disease, it seems incredible that less than two-score years ago the "Father of Antiseptic Surgery" was subject to vigorous attack from his colleagues for his theories and to a general skepticism on the part of the medical profession. Because he was possest, as Dr. Wrench assures us, of that genius which bears itself steadily and confidently, tho humbly, intent only upon the high task to which its own powers summon it, Lord Lister "never allowed animosity to disturb the serenity which was necessary to the cool and untroubled continuation of his work and the dispassionate criticism which he devoted to it." "You have only to look at his face," said the author of "Rab and His Friends," to "see how uninjured he has been in his walk through life."

Not alone the quality of his genius, but the circumstances of his birth and training contributed to make him the ideal physician in character as well as in skill. The home atmosphere of the Quaker household of his boyhood, in the fine old mansion whose windows looked across spacious gardens to the residence of the distinguished Samuel Gurney, brother of Elizabeth Fry, was one of comfortable affluence, earnest faith, and practical good-will. Devotion to science and to microscopical study was the occupation of his father's leisure and to his discoveries the perfected microscope is largely due. The boy's school life was of the type of moral and intellectual efficiency which characterized the Quaker training.

It would be a satisfaction to the general reader to enter more deeply into the details of Lord Lister's life, but Dr. Wrench is detained from providing the opportunity, both because of Lord Lister's own standard of scientific biography, which "lies in a man's work," not in himself,—and because of Dr. Wrench's zeal for the adequate setting forth of the paramount theme,—the miracle which was wrought by this "greatest conqueror of disease the world has ever seen." Against the dark background of the horrors of the crowded hospitals of fifty years ago, whose pollution dealt death to those who came to them for healing, the picture of the ministry of scientific cleanliness is vividly drawn. The absolute courage of Lord Lister's faith in the antiseptic method was strikingly exhibited when he did not hesitate to make Queen Victoria the subject of his first experiment in using a rubber drainage tube to facilitate the healing of a wound, a device which came into his mind as he was walking alone in the grounds of Balmoral, disturbed by the unfavorable symptoms of the distinguished patient, which his new device instantly relieved.

At the coronation of King Edward VII., which had been deferred because of a serious operation, when the famous surgeon was presented for special honors, the King said to him: "Lord Lister, I know very well that if it had not been for you and your work, I would not have been here to-day." These words might well be upon the lips of thousands; indeed, all generations shall call him blessed. "It is fortunate that one of the greatest problems in the fate of man was submitted to him and that, prompted by his great compassion and made capable by his consummate genius, he mastered it and became therefore a benefactor to mankind in such bountifulness as could scarcely be found among the children of this world." Dr. Wrench's biography of Lord Lister will be of interest not alone to scientists and surgeons, to whom it brings a stimulating message, but to all those who are studying the evolution of modern civilization, to which he so greatly contributed. We of the laity would be as well content if the biographer had given less space to the record of Lister's opponents, but every part of the book is worthy of attention.

II

GEORGE BORROW

Shorter, Clement King. George Borrow and His Circle. Wherein May be Found Many Hitherto Unpublished Letters of Borrow and His Friends. 8vo, pp. i-xix-450. Boston: Houghton Mifflin Company. $3 net.

Those who follow the trend of the times in literature must have taken note of the remarkable revival of interest in George Borrow, author of "The Bible in Spain," a book which Augustine Birrell (to whom the present biography is dedicated) compares to "Don Quixote." In recent years there have appeared no less than four important works dealing with Borrow and his times; and these volumes, supplemented by innumerable magazine and newspaper articles, have given their subject an importance in literature to which he could never lay claim in his lifetime. He belongs, in fact, in the melancholy ranks of those to whom fame, having neglected them during their lives, has made tardy reparation by heaping laurels upon their graves.

Mr. Shorter's volume, which is of sumptuous form, richly illustrated with portraits in photogravure (many hitherto unpublished), and supplied with specimens of Borrow's handwriting and title-pages, is similar in form to the work published by him seventeen years ago under the title of "Charlotte Brontë and Her Circle." The latter work was suggested by Rossetti's "Dante and His Circle," the pioneer of this form of biography, which has taken a fast hold upon the public favor.

Mr. Shorter's avowal in his introduction that he has spent ten years upon his book, which has been a "labor of love," gives us something like a shock in these days of rapid-fire literature when a volume is known to have been made overnight. The statement, however, is borne out by the character of the work. It is a book which bears the stamp of sincerity and painstaking earnestness, and it is a creditable addition to contemporary biography.

What manner of man was he who suffered such singular neglect by his contemporaries and has yet been able to awaken a posthumous cult and admiration which are unique in our time? Mr. Shorter's book throws new light upon this question. The latest biographer of Borrow has been able to draw upon a superabundant mine of information. In addition to the four elaborate biographies of which he has made judicious use, he has had access to a mass of hitherto unpublished manuscripts, documents, and intimate letters, from the whole of which the much-disputed personality of the "word-master" emerges in a new light. The portrait of this sturdy Briton, who was a fighter as well as a writer, and whose adventures as described in his "Bible in Spain" rival those of Cervantes' hero, is one of the most interesting in Victorian literature. Born in Norfolk, England, in 1803, his life extended over one of the most interesting periods of human history. His father, who was noted for his prowess among the great prize-fighters of the day, was a trooper in the Napoleonic wars. The son was also an adept in the manly art, and upon occasion could drive home an intellectual argument with a blow of his fist. He was a man of herculean stature and of such physical beauty that people turned to look at him in the street as he passed. He had the bright, rosy complexion of an English girl, dark, lustrous eyes, and, singularly enough, hair which from youth had turned to a silvery whiteness. Even as an old man his body had the lines of faultless symmetry. His manners were brusk and typically English. At times he was overbearing. His literary and linguistic achievements were formidable. He had a prodigious memory which enabled him to equip himself with a language or dialect as one puts on a coat. Some of the literary feats attributed to him are incredible: we are told, for instance, that he translated "Bluebeard" into Turkish. With the exception of Charlotte Brontë, who speaks of his "fascination," "graphic power of description," and "athletic simplicity," he is not mentioned by the great literary personages of his time. He died in his seventy-eighth year, an obscure recluse, his works having fallen into oblivion.

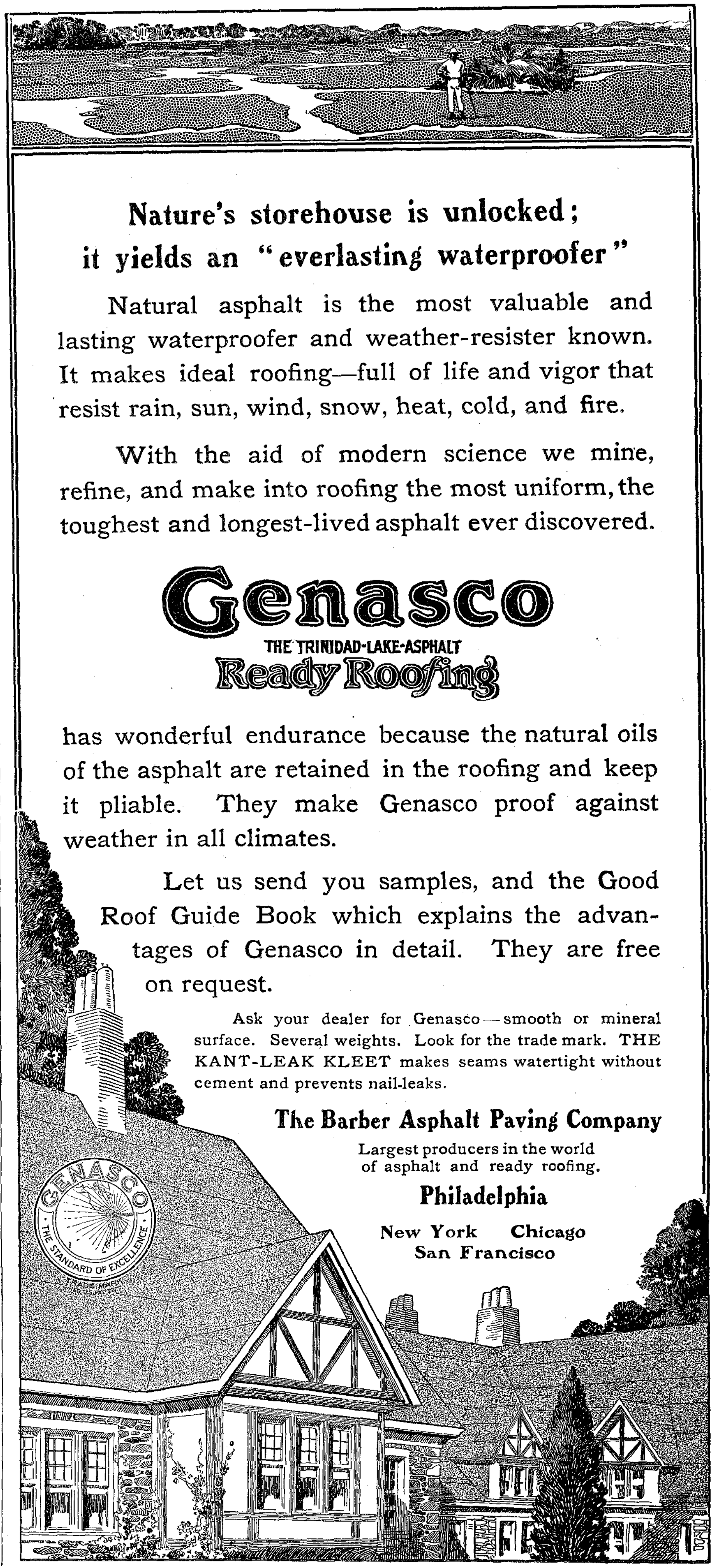
The friends who comprise Borrow's circle are hardly less interesting than the central figure. Their portraits present a creditable gallery of fine-looking, intellectual Englishmen who have done their devoir in the field of literature and are not the less interesting because they have been jilted by fame.

III

McMASTER'S HISTORY COMPLETED

McMaster, John Bach. A History of the People of the United States, from the Revolution to the Civil War. Eight volumes. Vol. VIII, 8vo, pp. 556. London: D. Appleton & Company. $2.50; the eight volumes, $20 net.

This volume, the eighth of the series, marks the completion of Mr. McMaster's elaborate and comprehensive study of American history from the close of the War for Independence to the opening of the civil conflict. Thirty years of patient labor and research have been spent upon the work, and the high reputation of the author added



Nature's storehouse is unlocked; it yields an "everlasting waterproofer"

Natural asphalt is the most valuable and lasting waterproofer and weather-resister known. It makes ideal roofing—full of life and vigor that resist rain, sun, wind, snow, heat, cold, and fire.

With the aid of modern science we mine, refine, and make into roofing the most uniform, the toughest and longest-lived asphalt ever discovered.

Genasco
THE TRINIDAD-LAKE-ASPHALT
Ready Roofing

has wonderful endurance because the natural oils of the asphalt are retained in the roofing and keep it pliable. They make Genasco proof against weather in all climates.

Let us send you samples, and the Good Roof Guide Book which explains the advantages of Genasco in detail. They are free on request.

Ask your dealer for Genasco—smooth or mineral surface. Several weights. Look for the trade mark. THE KANT-LEAK KLEET makes seams watertight without cement and prevents nail-leaks.

The Barber Asphalt Paving Company
Largest producers in the world
of asphalt and ready roofing.
Philadelphia
New York Chicago
San Francisco

THE FIRST EDISON INCANDESCENT LAMP 1879
AUTOMOBILE EDISON SYMBOLS OF QUALITY MAZDA LAMPS

The Automobile Lamps backed by 35 years of EDISON Experience

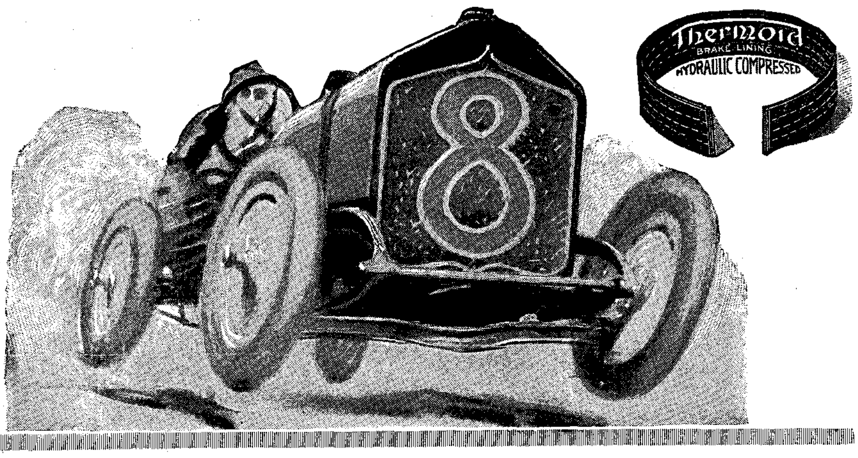
are the only automobile lamps marked "EDISON". This name stands for all the skill that has been gained in making more than *500 million* EDISON lamps.

Add to this the world-wide lamp-making research known as "MAZDA Service"; and add our years of close co-operation with makers of automobile lighting systems—then you will understand why on more than 40 leading cars this year they are a part of the initial equipment, and why these reliable lamps are chosen for renewals by so many owners of electrically lighted cars as well as of motor boats and motorcycles.

You get these lamps wherever you see an EDISON Service Station or an EDISON Agency sign displayed. You can get a complete set for your car—head-lights, side-lights, speedometer and tail-lamps—all packed in this handy little lamp-chest. And by keeping this chest always filled with new EDISON MAZDAS, you not only protect yourself against lighting emergencies on tours, but insure yourself of maximum efficiency from your lighting system.

Be sure the Mazda lamps you buy bear the name EDISON

EDISON LAMP WORKS
OF GENERAL ELECTRIC COMPANY
General Sales Office, Harrison, N.J. Agencies Everywhere 4875



In Emergency!

Brake lining that fails you in emergency is 100% perilous. Thermoid is 100% dependable, because it is brake lining *clear through*—has uniform gripping power till worn paper-thin.

Hydraulic compression is the reason Thermoid has the most uniform gripping power. It explains why its density is fixed. Why it cannot be burned out—nor affected by oil, water, gasoline. Why its wearing life is greater. Why it is used exclusively by so many makers of foremost cars, such as the Peerless, Lozier, White, American, Fiat, National, Marmon, etc.

Thermoid represents 60% more labor and contains 50% more material, size for size, than the ordinary. It is more for your money, regardless of price.

Sold by the best supply houses—handled by leading jobbers. **Our Guarantee**—Thermoid will make good—or *we* will.

Thermoid
HYDRAULIC COMPRESSED
Brake Lining—100%

Mr. Automobile Owner:
It costs YOU no more to demand Thermoid.
But it means a great deal more to you.

THERMOID RUBBER COMPANY, Trenton, New Jersey

to the intrinsic merit of the study and taken in connection with the wide-spread interest evoked at the appearance of the successive volumes, secure for it an important place in American literature. The author has faithfully redeemed his promise, inferred in the title and deliberately set forth in the introduction, that "the history of the people shall be the chief theme" of the book. Events of purely popular concern, that is to say, happenings which lie outside of the domain of war and politics, are assigned an important place in the narrative. Like Taine, the founder of the apparatus of modern historical methods, the author has given prominence to those things which are intimately associated with the every-day life and material interests of the people: thus he has devoted many pages to the great railroad and business enterprises which were to have such an important effect upon the destinies of the nation, and has described at length and in detail events which have a bearing on vital affairs of the present day. Among these may be mentioned the movements which were started in the middle of the last century concerning woman's rights, the radical modification of feminine dress known as "Bloomerism," temperance, and spiritualism. It is curious to note how exactly history has repeated itself in the matter of panics, high prices, bank failures, uprisings nipt in the bud, "hunger meetings" of the unemployed. All these things took place in 1857, when the nation was standing upon the brink of civil war.

Slavery, a specter which haunted the imagination of the people almost from the nation's birth, appears like a perpetual portent throughout the author's pages, forming a background for the historic figures of Clay, Webster, Calhoun, Seward, Lincoln, Sumner, and Douglas, the chief actors in the swelling prolog to the drama of war which was about to open. The man whose fame was to overshadow all these and to eclipse even the great reputations which were to be made in the Civil War stands out clear-cut in the final chapter. In the rugged figure of the as yet unknown Lincoln opposing undaunted and single-handed the brilliant and successful Douglas, one can already discern the personality who is to incarnate the cause of human rights and to achieve a unique place in history.

The literary form and quality of Mr. McMaster's work are such as entitle it to high rank—if not the highest. With the exception of the noble introduction in the first volume, with its inspiring vista of American history, which is one of the finest things in American historical literature, the style as a whole does not reach the plane of excellence found, for example, in the works of Bancroft, Motley, or Sloane. Pen portraits, which in other authors light up portions of history necessarily somewhat dull, are wanting. On the other hand, the work shows research of a colossal kind rivaling that of Taine, rare insight into manners, customs, and the springs of human action and conduct, and a complete and practical mastery of great affairs. The author has drawn more largely than any of his predecessors upon newspaper sources, and has not thought it beneath the dignity of history to reproduce the ballads which in past generations served the purpose of caricatures in ours and often give a truer picture of a period than prosy records do.

The accounts of the rise and fall of political parties, of intervention in Mexico in 1860, and of social disturbance are unusually interesting at the present time.

IV

CECIL RHODES

Le Sueur Gordon. Cecil Rhodes. 8vo, pp. 345. New York: McBride, Nast & Co. $3.50.

Cecil Rhodes must be looked upon as the Clive of South Africa. He found that country a land of wilderness and savagery. He transformed it into a fair and industrious province. He possest the unscrupulous and relentless spirit of such conquerors as Julius Cæsar, and he was at the same time a financier of the widest resource. But some nefarious or alleged nefarious transactions which stained his name as a business man and a politician deprived him of royal recognition. He was not only denied a title, but even failed to obtain a decoration, and it was not until his death that a magnificent monument was unveiled to his memory in the heart of Rhodesia, a province which he had created and which was named after him.

Cecil John Rhodes was born, like so many eminent Englishmen, in the house of a clergyman; his father was vicar of Bishop Stortford, Hertfordshire, England, 1853. Into the forty-nine years of his life (he died in 1902) he comprest a very stirring chapter of British victory. There was something of the buccaneer in his character when he prompted the notorious Jameson Raid and eventually brought the British Government in conflict with the cunning and ambition of Kruger—Oom Paul, as he was styled. For the bitter and bloody Boer War the blame has always been laid upon the shoulders of Rhodes.

This biography by Le Sueur is a sketchy and desultory production, whose almost sole merit lies in the fact that it is natural and truthful. He describes Rhodes as a lover and a man who "was fond of a mixture of champagne and stout before noon" and drank "five or six liqueur glasses of Russian kümmel in the course of the after-dinner conversation, but he had a horror of the nipping habit and it is absurd to accuse him of being a drunkard," as so many of his contemporaries have done.

Rhodes was an Oxford man and an omnivorous reader. He began by working in the diamond-mines at Kimberley as a common laborer; he ended by becoming manager of the Chartered Company, and amassing a vast fortune. This biography with its disjointed memoirs is amusing, full of anecdotes and trifling reminiscences of Rhodes, whom it makes out to be a great man, but only in a very limited sense. The illustrations are poor, many of them very new.

V

MAN IN PREHISTORIC TIMES

Avebury, Lord (The late). Prehistoric Times. Seventh edition. Pp. 623. Illustrated. Appendix. Index. New York: Henry Holt & Company. London: Williams & Norgate. $3.50 net.

Whether he believes in the Darwinian theory or not, the reader of Lord Avebury's splendid work, the popularity of which is attested by the fact that this is the seventh edition, will be convinced that the inhabitants of Europe were at one time in the same stage of evolution as the White Eskimos described by Stefansson in his book, "My Life with Eskimos."

Al. Jennings, former train robber, candidate for Governor of Oklahoma and author of "Beating Back"

This is Al. Jennings

***He says:* "Jiminy! It's the Hottest, Fastest Gun I ever Saw!"**

"Gentlemen:—I am candidate for Governor of Oklahoma and no longer an outlaw. I am, therefore, returning your Savage Automatic Pistol, as I shall never need such instruments any more.

"I could not resist the temptation of trying the vicious little thing and 'Jiminy! it's the hottest, fastest gun I ever saw.' I have never used anything but a forty-five. In the wild days of the past, I have kept a tin can rolling until there was nothing left.

"I rather hate to confess that this little devil has got the poor old forty-five skinned a hundred ways. It sure is some gun. My wife wanted to keep it to guard our home, she having shot the little gun with the same accuracy as myself. I thank you for your good intention just the same. AL. JENNINGS."

No burglar attacks *him*. But *you* may *tonight* have a clash with a burglar in the dark hall, or in the dining room. Will you get a Savage Automatic today and have Savage "life insurance" from now on?

No practise needed to be a crack shot. Aim just as you would point your finger. The Savage bullets hit as fast as you pull the trigger. 10 pulls, 10 shots. You always know by the Indicator if the Savage is loaded—a touch or a glance tells. .32 cal. and .380 cal.

Send for Booklet about what to do if you hear a burglar. Advice by the greatest burglar detective New York City ever had. Free. Phone your dealer now to send up a Savage on trial.

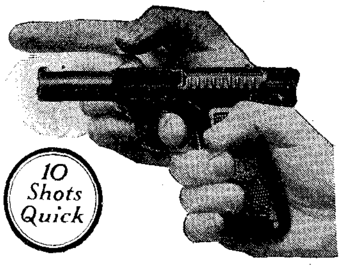
SAVAGE ARMS COMPANY, 324 Savage Avenue, Utica, N.Y.

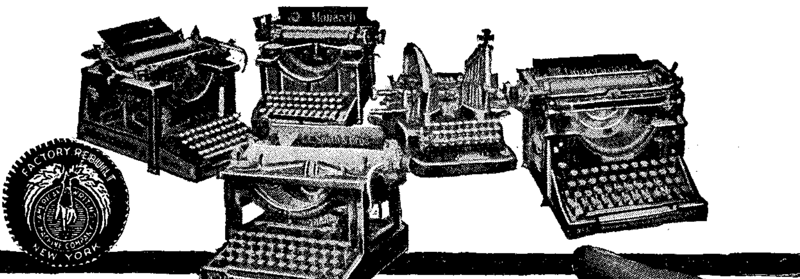
Makers of the famous Savage rifles

SAVAGE
AUTOMATIC PISTOL

"Aims Easy As Pointing Your Finger"

10 Shots Quick





Stop Rising Business Costs!

Get any standard typewriter you want—the one that best fits your specific needs, at a price that defies competition—that is fast revolutionizing the typewriter industry.

Right now you can cut the cost of doing business by getting the machine you want at the price you want. Whatever make you specify, you get all the original strength and durability claimed for it, yet it is sold at a saving of 25% to 75%.

American Factory Rebuilt Typewriters

Come from Factories as Completely and Efficiently Equipped as the Typewriter Originally came from

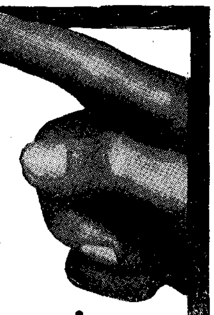
The combination of our vast resources—our 30 years of experience in Typewriter BUILDING and REBUILDING—are back of every AMERICAN FACTORY REBUILT TYPEWRITER. All machines are rigidly tested and then stamped with the seal of the American Writing Machine Company which guarantees it free from any defect in workmanship or material for one year.

Hundreds of the country's leading business institutions are using American Factory Rebuilt Typewriters. They are getting a tremendous yearly saving of 25 to 75 per cent in typewriter investments—you can cut the rising cost of doing business and get this saving yourself. Our prices will surprise you. Request particulars.

AMERICAN WRITING MACHINE CO., Inc., 345-347 Broadway, New York

LIST OF BRANCH STORES:

ATLANTA, 48 N. Pryor St.
BOSTON, 38 Broomfield St.
CHICAGO, 37 W. Monroe St.
CINCINNATI, 236 W. 4th St.
DETROIT, 99 Fort St., W.
KANSAS CITY, 218 E. 10th St.
LOS ANGELES, 716 S. Spring St.
MILWAUKEE, 414 Broadway
CLEVELAND, 36 Euclid Arcade
PHILADELPHIA, 828 Walnut St.
SAN DIEGO, 1034 Fifth St.
ST. LOUIS, 209 N. 10th St.



6272
8293
368/97
15
3393

MB

Ware

Any cooking or heating device for use with electricity, alcohol or on ordinary coal or gas range can be most satisfactorily selected from the famous Manning-Bowman Ware.

Manning-Bowman

Means Best

Chafing Dishes, Percolators, Tea Pots
Electric—Alcohol Burner—Range Style

For the little niceties of service that are demanded in modern housekeeping there is an increasing necessity for these devices that add so much to the attractiveness of the table service. The line of Manning-Bowman Ware offers every latest improvement in design and operation.

See the new Electrics and other goods at jewelry, hardware, housefurnishing and department stores. Special booklet will be sent upon request describing any article in which you may be interested. For free book of chafing dish recipes write for Catalogue D-3. Address

MANNING, BOWMAN & CO., Meriden, Conn.
Makers of Nickel Plate, Solid Copper and Aluminum Wares.

Perhaps the most interesting part of the book is that devoted to the drawings (many of them colored) found in the caves of Altamira, Dordogne, and Gironde, which display a knowledge and skill undreamed of as possible in so primitive a people. These drawings give us a very good idea of the larger mammalia—lion, rhinoceros, mammoth, reindeer, wild boar, bison, auroch, etc., that roamed the earth at that remote period. It is interesting to note that unfortunately none of the pictures represents the human part of the inhabitants. Several chapters are devoted to the condition of the savages of the present day, and their stage in civilization. The implements in use by them to-day are practically identical with those of the Stone Age, and show that these modern savages are in the same stage of development as the primitive peoples of Europe some 20,000 or more years ago.

VI

MEXICO AND THE UNITED STATES FROM 1821 TO 1848

Rives, George Lockhart. The United States and Mexico, 1821-1848. A History of the Relations Between the Two Countries. 2 vols., 8vo., pp. 720+726. New York: Charles Scribner's Sons. 1913. $8 net.

The rule of Porfirio Diaz lasted so many years that we forgot what the Mexican people really were and what their history had been. And we looked upon the short-lived Madero régime, the street-fighting in the capital between Maderistas and Felicistas, the assumption of power by Victoriano Huerta, and the outbreak of far-flung rebellion against his rule, as phenomena quite without precedent. Let us see what happened in the summer of 1840:

> "Gomez Farias . . . had returned, and his irrepressible activities in favor of radical reforms had led to his arrest and imprisonment. With him General Urrea also was confined in the old prison of the Inquisition. At dawn on the fifteenth of July, 1840, they were both released by two mutinous battalions; and at the head of these troops, with a cheering mob at their heels, they surprized President Bustamente in the palace of the Government, and proclaimed the reestablishment of the Federal system and the Constitution of 1824. For ten days the city of Mexico was the scene of a sort of continuous warfare—the Government troops holding the citadel, the insurgents holding the cathedral, the palace, and the central part of the city."

As Mr. Rives remarks in a note, the essential features of the week's fighting in the city of Mexico last February were much the same as in 1840. And the essential features of the struggles between leaders like Pedraza, Farias, Bustamente, and Santa Anna were the same as those of the campaigns of Madero, Felix Diaz, and Orozco, a few months ago, and of Huerta, Carranza, Villa, and Zapata to-day—save for the more modern weapons and the moving-picture men. In fact, the one thing that impresses the reader of Mr. Rives's history is that the Mexicans of the '30's and '40's of the last century were much the same as the Mexicans of to-day. And that therefore the problem to be solved by Mexico to-day confronted her in the earliest days of her independence. Hence we have no hesitation in putting down Mr. Rives's book as an invaluable aid for the man who wants to understand thoroughly what has been going on in recent years beyond the Rio Grande.

Apart from its value in throwing light on present-day history, the interest in this work centers on two things: the story of Mexico as an independent nation up to 1848, and the account of all the events culminating in the acquisition by the United States, first of Texas and then of California, New Mexico, and Arizona. Mr. Rives has written a first-class account of the first era of Mexican history. He has done this so well, indeed, that he ought to continue his researches and write a history of Mexico from 1848 to 1914. Such a work, added to the proper chapters of the book under review would be a standard history of our neighbor to the South which would meet a real need.

Mr. Rives has spared no pains in investigating the negotiations made during the administrations of Adams, Jackson, Van Buren, Tyler, and Polk. All the devious diplomacy, with the politics back of it all, is straightened out in a satisfactory manner, and the writer achieves no small measure of success in apportioning the responsibility for each act. In the account of our campaigns in Mexico there appears the same careful research. The story is so well told that these chapters together form the most satisfactory history of the Mexican War that has fallen under the present reviewer's notice.

The brief history of Texas as a Mexican State and as an independent commonwealth forms another completely satisfactory unit. Here, however, is most apparent the chief fault that the average reader will find with the book. Mr. Rives is content to appeal to the intellect, never to the imagination. There is no grace of style, and everything is narrated in the most cold-blooded and matter-of-fact way. We miss the romance of it all. For instance, the unsuccessful defense of the Alamo, one of the notable exploits of Anglo-Saxon valor, is dismissed in a couple of brutally business-like paragraphs. Mr. Rives warms up most, strange to say, when he discusses the character in the drama whom he most thoroughly dislikes—General Antonio Lopez de Santa Anna; much, perhaps, as Milton makes Satan the real hero of "Paradise Lost." But after all, the stormy career of this man runs parallel to so much of Mexican history that he deserves the attention. Military chieftain, President, dictator, outlaw, or exile, Santa Anna is always the bride at the wedding or the corpse at the funeral. Always a popular leader, and a hero to a large constituency, he is a grandiloquent braggart, a consummate liar, an irresponsible trickster, a successful and greedy grafter, and equally conspicuous and picturesque in victory or disgrace.

Finally, Mr. Rives's book has its defects, particularly in its failure to stir the reader, but we wish we had more of it. We hope the writer will give us a sequel—a sequel which will conclude the career of Santa Anna, give a clear history of the Maximilian episode, tell somewhat of Juarez and Diaz, and bring the history of the relations between Mexico and the United States down to the days of John Lind and Victoriano Huerta.

(*Continued on page* 842)

"That's Great"

A Rarity

Without Any Extra Price

Among oat lovers, all the world over, Quaker Oats is known as a rarity. Even Scotch connoisseurs send here for it.

Because Quaker Oats is always made from big, plump, luscious grains. A bushel of choice oats yields but ten pounds of Quaker.

These picked-out grains may have twice the flavor of puny half-grown grains. And that flavor—kept intact by our process—has won the world to Quaker.

Now there are millions, of every race and clime, who insist on this Quaker flavor. The demand has grown to a thousand million dishes yearly.

And now our mammoth output lets us give you this rarity without any extra price.

Quaker Oats

Flakes Made from Queen Grains Only

If you think Quaker Oats important to the welfare of children, this flavor is also important. It is flavor that wins them, and keeps them, and causes them to eat an abundance of Quaker.

And each dish means energy and vim. Each supplies a wealth of the elements needed for brains and nerves.

Don't let children grow away from this food of foods. And don't, if your vitality is taxed, grow away yourself.

As a vim-producer, as a food for growth, all the ages have found nothing to compare with oats.

That is the reason for Quaker. Its flakes are big and inviting. Its flavor makes this dish delightful.

You make a mistake when you don't get this Quaker flavor.

Now a 25c Size

Now we put up a large package for 25 cents. It lasts nearly three times as long as the 10-cent size. And by saving in packing it offers you

10% More For Your Money

10c and 25c per Package, Except in Far West and South

The Quaker Oats Company

(564)

Different Office Needs Call for Different Typewriters

The Remington Line offers you 44 choices

FORTY years ago modern business was a youngster. The original Remington typewriter was its first companion.

They have grown up together.

They have branched out together.

Every year develops some new business need—which calls for an improved typewriter.

Every improved typewriter put on the market opens up new short cuts in business practice.

* * * *

WE long ago outgrew the idea that any one model would answer every need.

Today's business needs are multitudinous. A great variety of typewriters is required to meet them.

The character of your work should determine your choice of typewriter.

This is why the line of typewriters now offered by the Remington Company has grown from one elementary model to 44 specialized machines.

Each is a fully equipped, easy running typewriter, designed for general use. Each has special qualities for special business purposes.

* * * *

THE day is past for selling typewriters on the strength of this or that feature alone.

We do not attempt to narrow your choice to any one type of machine—we offer you by far the widest range of typewriters on the market to choose from.

You know your business needs. Let us help you to select the machine which best fits those needs.

For example:

In the Remington Typewriter Line (including the Remington Standard, Monarch and Smith-Premier models) you will find the following qualities — and many others. Some are in all models—others in only certain models.

Do you require—

Twenty manifold copies?

The lightest possible touch?

Writing on extreme top and bottom edges of page?

Dependable shift from black to red printing?

Durability (therefore fewest repairs)?

Clean stencil cutting?

Instant tabulation—in any number of vertical columns?

Tabulation of dollars and cents in selected columns?

Conspicuously visible writing?

Accurate writing on ruled lines?

A key for every character?

Interchangeable carriages of various widths?

Retail billing and charging devices?

Special type characters for weights, measures, foreign currencies, etc.?

Typing in any foreign language?

Writing on paper as wide as 32½ inches?

Easy writing on stiff cards?

Guides for addressing envelopes?

Addition and subtraction? (See opposite page)

Adjustability of carriage tension for typists with different touch?

Carriage return for right-handed typists?

Carriage return for left-handed typists?

Ease in changing ribbons?

Ease in making corrections?

Ease of operation?

All the above features in various combinations are in the Remington Line of typewriters.

It goes without saying that Remingtons have all-sufficient speed. The typist has yet to be born who can go faster than Remington machines can print.

In each of the three Remington models shown on the opposite page totally different kinds of typewriting efficiency have been achieved. But in no case have the fundamental good qualities—ease of operation, durability and clean, clear results, been overlooked in the slightest degree.

The test of a typewriter is not on a few mechanical devices alone—but the machine's *complete adaptability to your work.*

In the Remington Line you will find typewriters for every business requirement.

Get posted on the Remington Line of typewriters now. It will save time when you buy. Write to our New York office for descriptive booklets.

REMINGTON LINE of TYPEWRITERS

The New Remington Idea

One Speedy Operation { Types your bills / Adds the items / Proves the totals

WE have told you of our general line. Now for the newest achievement.

If your clerk first writes out a bill and then *stops to foot it*—this latest Remington time-saver is needed, for bills are now automatically added and proved *while they are being typed.*

Any clerk can be accurate—eventually. This machine is accurate instantaneously.

The figures mechanically *add as fast as your typist strikes the keys.*

Your discounts automatically subtract with equal ease.

One quick operation begins and completes your bills and statements. No time is spent in addition or subtraction—*no time wasted in looking for errors or making corrections.*

The speed is limited only by the speed of your typist's fingers. Idle machines are costly. The Remington Adding and Subtracting Typewriter need never be idle.

If your typist wishes to write letters, she simply touches a lever. She then has an up-to-date *correspondence typewriter.*

If a clerk wishes to list and add some items he has a *complete accurate adding machine.*

Said an office manager recently, "The uses to which we put this machine are so varied, that it is in operation constantly throughout the day."

Thousands of offices and retail stores, large and small, find that it saves a vast amount of time on *billing alone.*

A quick way to find out how much *you* need this epoch-making machine is to send today to our New York office for descriptive booklet, "The New Remington Idea."

REMINGTON
Adding and Subtracting
TYPEWRITER
(WAHL MECHANISM)

THE Remington Adding and Subtracting Typewriter can be had in any of the Remington Models shown at the right.

Each is a member of the famous Remington Line.

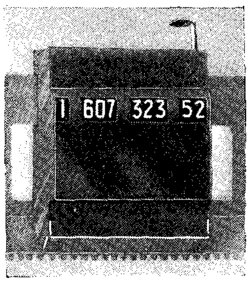
Each is a complete easy-running typewriter, plus the adding and subtracting feature.

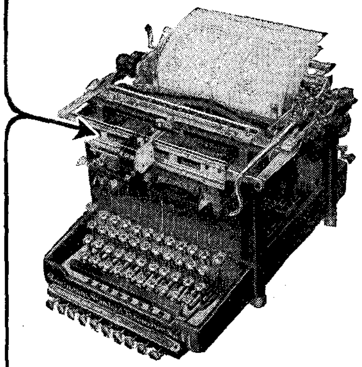
Each is designed and built so as to insure the maximum of durability.

Each has distinctive features designed to meet individual requirements.

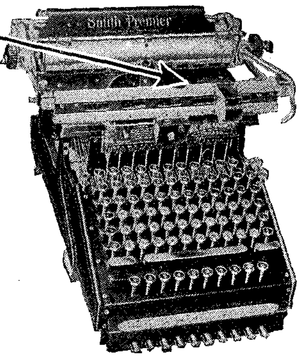
Write today for booklet, "The New Remington Idea," which describes these machines in detail.

Your totals are shown here as fast as the amounts are typed

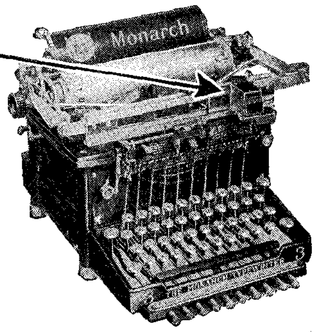




Remington Standard



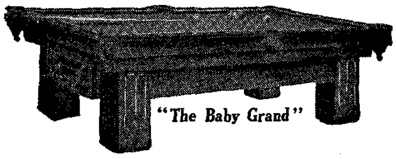
Smith-Premier Model



Monarch Model

Remington Typewriter Company, Incorporated, New York City *(Branches Everywhere)*

For clear, clean, typewriter results, use Remtico brand letter paper, carbon paper and ribbons. Write to our nearest office.



Parents!

Don't Sit on the Safety Valve

Jacob A. Riis, the New York settlement worker, says: "Every American boy is a little steam boiler with the steam always up. *Sit on the safety valve and bang goes the boiler.*"

Parents who provide (or help him secure) a *real* billiard table, will go far toward solving their particular "Boy Problem."

He will find keen enjoyment and an outlet for boyish enthusiasm right in his own home.

Live, Manly Boys Delight to Play on the Beautiful

"BABY GRAND"

The "Baby Grand" is a genuine BRUNSWICK, made with the same care and skill as our Regulation tables used exclusively by the world's cue experts. Made of Mahogany, inlaid.

Fitted with Slate Bed, Monarch Cushions and Drawer which holds Playing Outfit.

Sizes, 3 x 6, 3½ x 7, 4 x 8. Our Brunswick "Convertible" styles serve also as Dining or Library Tables and Davenports.

Let the Boy Buy the Table

Your boy can easily pay for the table; it's a good way to teach him to save. We offer very easy terms, as low as 20 cents a day.

Playing Outfit Free

The price of each table includes complete high-grade Playing Outfit—Cues, Balls, Bridge, Rack, Chalk, Markers, Brush, Cover, Rules, Book on "How to Play," etc.

Send the Coupon

or a postal card for richly illustrated book, "Billiards—The Home Magnet," containing pictures, descriptions, Factory Prices and details of Easy-Purchase Plan. This book will help solve the gift problem.

The Brunswick-Balke-Collender Co.
Dept. V. M.—623-633 S. Wabash Ave., Chicago

The Brunswick-Balke-Collender Co. 242
Dept. V.M., 623-633 S. Wabash Ave., Chicago
Please send me the free color-illustrated book—
"Billiards—The Home Magnet"

Name ....

Address ....

....

REVIEWS OF NEW BOOKS

(*Continued from page* 839)

VII

OTHER BOOKS OF HISTORY AND BIOGRAPHY

Broadley and Melville. The Beautiful Lady Craven. *In two volumes.* London and New York: John Lane Company. $7.50 net per set.

High life in all countries and in all ages has been a matter of curiosity and interest to many people, and this life of Lady Craven, who was one of the most beautiful as well as most versatile women of her age, will satisfy that curiosity. Elizabeth Berkeley was born in the reign of George II., 1750, and lived almost until the close of that of George IV., and her royal descent, added to her many attractions, gave her entry to many social circles. For fourteen years Lady Craven lived with her husband and bore him seven children, to whom she was ever loving and loyal, but between the time in which he sent her away and her legal marriage to the Margrave, many episodes might better be left untold. Her personal reminiscences throw a light on social and political history of an interesting but troublous epoch. Her personal charms were perpetuated by Gainsborough, Romney, Reynolds, Angelica Kauffmann, and Mme. Vigée Lebrun.

Hall, Florence Howe. Julia Ward Howe and the Woman Suffrage Movement. Boston: Dana Estes & Company. $1 net.

There could be no more fitting time than these to publish essays and speeches of Julia Ward Howe, and no more suitable person than her own daughter could be found to choose from them fairly. Mrs. Howe was nearly fifty when she became interested in the suffrage movement and, once enlisted in the cause, she never allowed her allegiance to waver. She was, until her death, a leader in the cause, an ever-ready speaker or writer for the advancement of woman's position along the lines of political enfranchisement. She was known as a "poet, a patriot, and a philosopher," but she was also a happy wife and devoted mother, and consequently her words have unusual weight.

Knapp, Oswald G. The Intimate Letters of Hester Piozzi and Penelope Pennington. Illustrated. Pp. 377. *London: John Lane Company*, $4.50.

Contemporaries of the blue-stockings of the eighteenth century were probably less imprest by their learning than by the brilliancy of their conversational powers. If there is any exception, it is to be found in Hester Piozzi, the friend of the best-known literary people of her time—Dr. Johnson, Anna Seward, Fanny Burney, William Pepys, Mrs. Siddons, and many others. "To hear you," wrote Boswell (before their great quarrel), "is to hear Wisdom, to see you is to see Virtue." Anna Seward, who roundly condemned her literary style, declared that her conversation was "the bright wine of intellect, which has no lees." Even the great lexicographer himself vouchsafed on one occasion to tell her that she had "as much wit, and more talent," than any woman he knew. Her spontaneity and the freshness of her style are the more remarkable when we remember the taste of the circle in which she moved. This collection contains none of her letters to Dr. Johnson, but letters written after her second marriage which continue until her death in 1821. Hester Piozzi was the last of an old knightly Welsh family, known as "Salusbury," and, tho her education was desultory, she was well grounded in the languages and in all outdoor sports. Her marriage to Harry Thrale had nothing of romance, but he was a man of honor and their life was not unhappy, altho of their twelve children only four grew up, and there seems to have been little sympathy between them and their mother, particularly after her marriage to Piozzi, which they strongly opposed. The letters are entertaining, sometimes brilliant, full of comments on and references to well-known people, historical facts, and political activities of the times. There seems to be just one lack in them all,—the divine spark of sympathetic affection,—a lack of warmth even in her feeling for her children or friends. The brilliancy is there, but it seems cold.

Talbot, Ethelbert, D.D., LL.D. A Bishop among His Flock. Portrait. Pp. 203. New York: Harper & Brothers. $1.

In this book, Bishop Talbot, now of the diocese of Bethlehem, Pennsylvania, gives a clear exposition of the tenets of the Anglican Church and its administration. In the chapter on "The Church and Social Service," he says: "It is now clearly dawning upon us that no Church can claim at all to have done its duty or fairly met its responsibility unless it is alert and eager to seek and find everything that is destructive of men's physique, as well as men's souls, that may lie within its reach." Of the spirit of toleration he says, "a good motto is: In essentials, unity; in non-essentials, liberty; in all things, charity," to which, in view of the liberal tone of his book, one might add, "the greatest of these is charity." Other interesting chapters are, "The Ideal Layman" and "Our Church Before and After the Reformation."

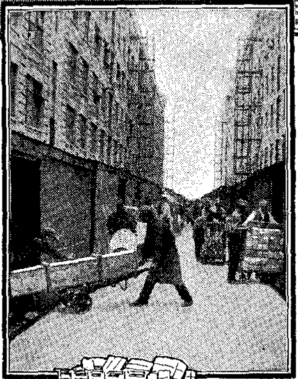
Stuck, Hudson, D.D. The Ascent of Denali (Mount McKinley). Pp. 188. Illustrated. Map. New York: Charles Scribner's Sons. $1.75 net.

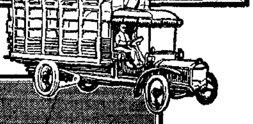
Dr. Stuck's narrative of his ascent of Denali, the highest peak in North America, makes interesting reading. He had been preparing for the expedition for a year and a half, and finally started with only half the supplies he had ordered from New York, the other case being lost in transit. He started from Nenana with two sleds and fourteen dogs, and thus began a long series of relays up the Muldrow Glacier to the Grand Basin, at a height of 15,000 feet. From the Grand Basin the party moved on by cutting steps in the snow, and, advancing literally step by step, were finally rewarded by reaching the highest point of the mountain, on a clear day, when a most magnificent view was obtained. Of the impression created at the top Dr. Stuck says: "Yet the chief impression was not of our connection with the earth so far below, . . . but rather of detachment from it. We seemed alone upon a dead world, as dead as the mountains of the moon."

Parry, D. H. The V. C., Its Heroes and Their Valor. From Personal Accounts, Official Records, and Regimental Tradition. New York: Funk & Wagnalls Company. A new and enlarged edition. Illustrated. Pp. 532.

This is a history of the Victoria Cross, Great Britain's famous decoration "For Valor," whose intrinsic value is fourpence halfpenny, but which is coveted beyond price by the United Services. Up to the time of the publication of this work, 522 of

(*Continued on page* 844)





What are You Doing to Develop Your Eastern and Export Business?

How 200 Wide-Awake Concerns Have Solved the Problem

OVER 57% of all imports entering the United States land at New York. Over 40% of all exports are shipped from New York. The total value of foreign commerce from this city alone exceeds one and one-half billion dollars a year. In fact, New York leads all the cities of the world in volume of international trade.

Do you import?—export?—sell in foreign countries? Do imported raw materials enter into the manufacture of your product?

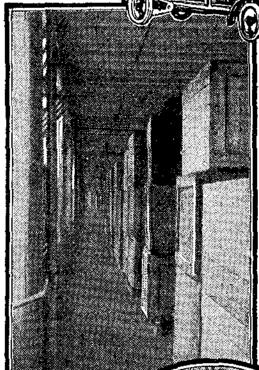
Have you an Eastern or Atlantic Seaboard market that is capable of greater development—of lower selling cost—of quicker deliveries—of cheaper transportation—of BIGGER PROFITS?

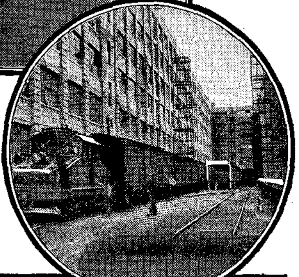
Do you realize that for handling this business New York is the *one logical* center—that it would place 27% of the buying population of the United States within one hundred miles of its door?

To locate in New York is now easy, simple, economical. The magic key that unlocks the door to its tremendous commercial advantages and makes it possible for YOU to secure them RIGHT NOW, to a maximum of efficiency and at a minimum cost, is

BUSH TERMINAL

A community of large, new, modern, fire-proof buildings where already over two hundred representative concerns (some of them in the ten million dollar class) are enjoying the most up-to-date industrial quarters that engineering skill can devise





SOME of these concerns use Bush Terminal as a branch distributing point, some an assembling plant, some storage warehouses, some manufacturing headquarters. Among them are many who have moved from distant places and according to their own statements, they save enough in cartage, freight-handling, insurance, solution of labor problems, etc., to *pay their rent.*

All railroads and steamships connect directly with Bush Terminal. Incoming goods are delivered at your door; outgoing shipments are taken from your elevator, practically eliminating cartage and hauling expense.

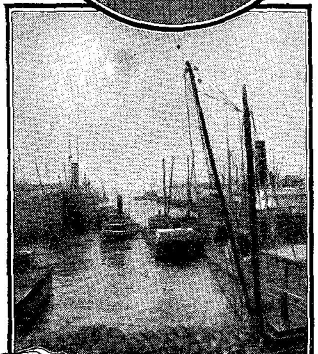
In Bush Terminal you can get the exact amount of space you need, divided to suit your needs. You can get additional space as fast as your expansion demands it. You can have your factory on one floor or on several floors. You get just what power, light, heat and water your business requires and pay only for what you use.

Bush Terminal Buildings have maximum daylight, are well ventilated and are equipped with all modern, sanitary arrangements. They are absolutely fire-proof, with the additional protection of a million dollar sprinkler system. Insurance in Bush Terminal costs 10c to 20c a hundred. How much do YOU pay?

BUSH TERMINAL cannot afford to have a dissatisfied tenant. You want us—and we want you—only if it will *save* or *make* money for you.

For your protection, we will make an analysis in the light of your own commercial requirements and give you the unbiased facts on whether Bush Terminal, New York, as an operating point for your own particular business, would CUT YOUR PRODUCTION COSTS; whether it would net you BIGGER PROFITS on present business—whether it would enable you to develop MORE BUSINESS—whether you could make quicker deliveries, quicker sales, and outdistance competition.

For any concern, big or little, we shall be glad to make such an investigation without charge or obligation.

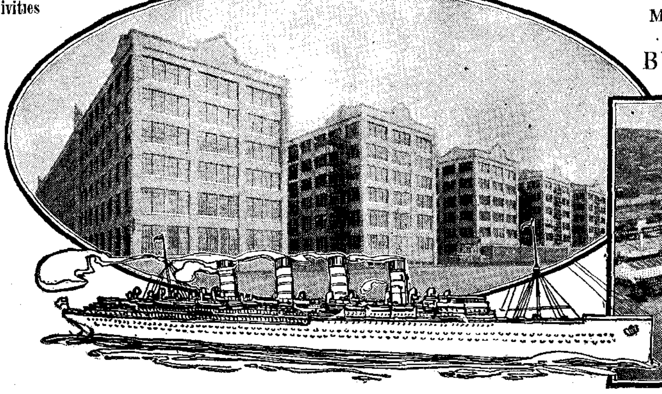


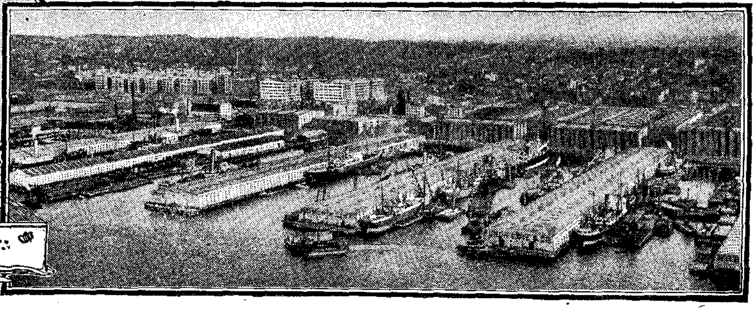
Some Glimpses of Bush Terminal Activities

An Interesting Book, Picturing and Describing Bush Terminal and Its Facilities, Sent Free

Make a request on your firm letterhead, signed by an official, and this valuable book will be sent you

BUSH TERMINAL COMPANY, 100v Broad St., New York City





The horrible after-effects of shaving

Every man has felt them; many experience them every time they shave.

Don't have them—Hot, smarting skins, ingrowing hairs, unsightly face eruptions, belong back in the Dark Ages of shaving.

We have recently received hundreds of letters from men who now know the *real cause of their former shaving troubles*. For years they blamed their razors—now they have no cause for complaint—the creamy, instant beard-softening lather of

MENNEN'S
SHAVING
CREAM
GERHARD MENNEN
CHEMICAL CO.
NEWARK, N.J.

Mennen's Shaving Cream

Solved their troubles

One man wrote us that he is using all his old safety blades over again; another that he gets four or five extra shaves out of every blade; a third, "It almost makes a dull razor sharp."

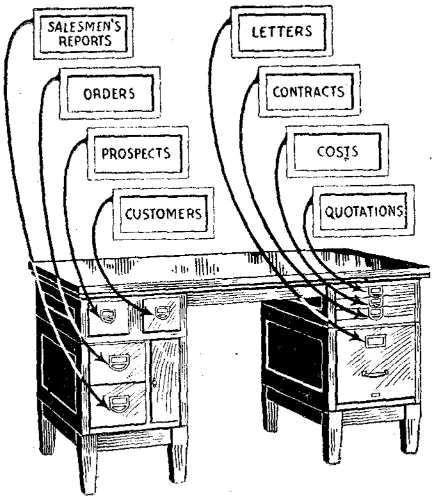
Mennen's lathers up with the brush almost instantly, requiring none of the mussy "rubbing in" with the fingers, which causes friction and makes the skin tender.

Most important of all, it contains no free caustic or other irritant, which is the chief cause of the disagreeable after-effects of shaving.

Put up in air-tight tubes with handy, large, hexagon screw tops. At all dealers—25c.

Send 10c for a demonstrator tube containing fifty shaves. Gerhard Mennen Company, Newark, N. J., Makers of the celebrated Mennen's Borated and Violet Talcum Toilet Powders, and Mennen's Cream Dentifrice.

Your Business Records are Within the Radius of Your Arm—If You Sit at a "Desk with Brains"



Your office records are your "tools." Too often these are scattered all over your establishment. Every time you need a document you have to send for it, or leave your desk to get it yourself.

The "Desk with Brains" makes your desk your workbench. All your "tools"—your letters, cost sheets, orders, in fact all your records—are literally within your reach, as the tools of a good workman should be. Still better, your "Desk with Brains" is arranged to suit you; and you can change its arrangements whenever your needs change.

Browne-Morse Cabinets

The "Desk with Brains" is only one of a complete line of filing equipment favorably and widely known because of its high standards of material and workmanship, its diversity and completeness, and its many ingenious features.

As a progressive business man you will find it interesting to learn about the "Desk with Brains" and Browne-Morse Filing Cabinets. Please write for our descriptive literature.

Browne-Morse Company
124 McKinney Avenue, Muskegon, Michigan

Branches in New York City, Baltimore, Milwaukee,
St. Louis, Boston, San Francisco, Philadelphia,
Washington, Chicago, etc.

REVIEWS OF NEW BOOKS

(*Continued from page* 842)

these decorations had been awarded. In the campaigns of the Crimea and the Baltic, 1854–6, 111 were conferred; but the record number is 182, awarded for conspicuous bravery during the Indian Mutiny, 1857–9. Among the extraordinary awards may be cited one to a chaplain, three to civilians, and 26 to members of the medical profession. The book consists of 42 chapters, devoted to thrilling, descriptive accounts of the campaigns or engagements in which these medals were won, to which are added the royal warrants creating the decoration and widening the field of its possible recipients. It concludes with biographies, in alphabetical order, of those upon whom the decoration has been conferred. Altho worth but fourpence halfpenny, the Victoria Cross has been sought by medal collectors with such avidity that single medals have sold for prices which ranged from $175 in 1893 to $700 in 1912. In his preface the author points out that the custom of England of asking aid on the strength of a claimed V. C. is invariably fraudulent and suggests that copies of his book be placed in the newspaper offices and the police courts for the detection of fraud.

Mahan, A. T. The Major Operations of the Navies in the War of American Independence. Illustrated. Cloth. Pp. xxiii-280. Boston: Little, Brown & Co. $3.00 net.

Captain Mahan's well-known works on the history and philosophy of naval warfare are now supplemented by the reprinting in separate form of an important chapter which he contributed to the "History of the Royal Navy," published in England some fifteen years ago. The encyclopedic character of that publication explains the thoroughness and completeness of the present edition. As a true naval warrior Captain Mahan looks into history with his weather-eye always watching for future wars—and from each period of naval experience he seeks to find the lesson that will prepare him for that to come. The introductory chapter brings the warning from our nation's youth—wars inevitably tend to spread. This means necessarily naval warfare. In his thought of this, both here and in other books, Captain Mahan is not only loyal to his service, but far-seeing in his study of the future.

Kuhn, Albert. Rome—Ancient, Subterranean, and Modern Rome. Part I. Folio. New York: Benziger Brothers.

This, the first part in a subscription work, may be taken as the porch or vestibule of the whole. Such work as has here been done is only possible in our day of large antiquarian and historical knowledge, with present facilities for accurate pictorial illustration. One part in a series of eighteen parts can, of course, only serve as a sample of the rich treat which the scholar and the intelligent student may expect from a competent writer and editor in treating the world history of what still continues to be, in so many respects,—in art, literature, and religion—the central city of the world. The literary part of the work has been well done by the learned Benedictine father, Dr. Kuhn, to whom the literary and religious world should acknowledge a debt of gratitude. Nor can we forget to recognize the enterprise of the publishers who have opened to the American world so faithful and fascinating a vision of Rome, ancient and modern.

CURRENT POETRY

"LIFE seen through a temperament and exprest in terms of rhythmic beauty," is Mr. Arthur Compton-Rickett's definition of poetic art, in an essay in *The Poetry Review*. "Seen through a temperament" is a good phrase. Too many critics neglect the personal equation and seek to make for all poets arbitrary rules of subject and method.

For instance, some critics will object to the very title of Mr. Louis V. Ledoux's new book, "The Shadow of Ætna" (G. P. Putnam's Sons). Mr. Ledoux is an American, they will say; he has no right to celebrate things foreign and classical. But Mr. Ledoux has scholarship as well as song—even to-day these gifts are not absolutely divorced. Athens, Persephone, Karnak, Pindar have for him definite associations. His verse is as sincere as it is beautiful.

These characteristic lines express what may be called his poetic creed:

Semper Resurgens

By Louis V. Ledoux

Not only over Delos' steep,
From green Dodona and the cliffs
Where Lesbian maidens came to weep
The unreturning fisher-skiffs;

And not alone from poets' pages,
Across our unexpecting skies—
A meteor from the golden ages—
Does Beauty flash upon our eyes.

No paladin or paramour
In Joyeuse Garde or Celedon,
Not Roncesval nor Agincourt,
Nor Islam crusht at Ascalon;

Nor yet the wintry world returning
From barren questing of the Grail,
To find the rose of passion burning,
And Spring reborn in Arno's vale,

Has bound Romance in golden bands
So closely set that now her light
Can shine alone from storied lands
And fields of famed, chivalric flight.

Whene'er the magic word is spoken,
When moonlit ripples move the mere,
Anew she comes, her bondage broken;
And still anew the vision clear

Of Beauty gleams on souls that, seeing,
Forget how darkly, day by day,
We whirl within the wheels of being,
Or plod the mill-round's dusty way.

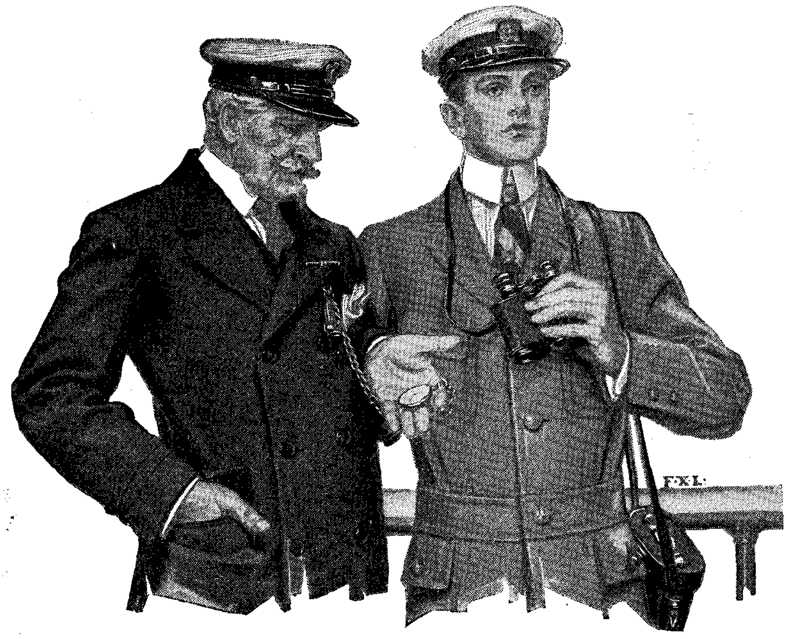
Mr. Ledoux's longer poems are full of dignity and splendor; sometimes, however, as in "The Gift" and in this delightful lullaby, he writes with an intimate simplicity that is most appealing.

Slumber Song

By Louis V. Ledoux

Drowsily come the sheep
From the place where the pastures be,
By a dusty lane
To the fold again,
First one, then two, and three:
First one, then two, by the paths of sleep
Drowsily come the sheep.

Drowsily come the sheep,
And the shepherd is singing low;
After eight comes nine
In the endless line,
They come, and then in they go.
First eight, then nine, by the paths of sleep
Drowsily come the sheep.



The Howard Watch

THE predominance of the HOWARD Watch among yachting men illustrates some interesting conditions in American business and professional life.

There is in this country no exclusively yachting class, as such. Practically every American yachtsman is a man of affairs, who finds his greatest relaxation on the water, and who takes his HOWARD Watch with him when he goes aboard.

The thing that makes him a yachtsman and an American disposes him to like the HOWARD Watch—with its fine traditions, its trim, racy lines, and its way of showing its clean American heels to the talent of the watch-making world.

The wonderful character of the HOWARD Watch is that it meets men of so many different kinds and occupations on their own ground. Men in commerce, in the technical industries, in the professions, in official life.

A HOWARD Watch is always worth what you pay for it.

The price of each watch is *fixed* at the factory and a printed ticket attached—from the 17-jewel (*double roller*) in a Crescent *Extra* or Boss *Extra* gold-filled case at $40, to the 23-jewel in 18K gold case at $170—and the EDWARD HOWARD model at $350.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know.

Admiral Sigsbee has written a little book, "The Log of the HOWARD Watch," giving the record of his own HOWARD in the U. S. Navy. You'll enjoy it. Drop us a post card, Dept. O, and we'll send you a copy.

E. HOWARD WATCH WORKS
BOSTON, MASS.

GUNN SECTIONAL BOOKCASES

GUARANTEED GUNN CONSTRUCTION **The Best in Bookcase Construction** GUARANTEED GUNN CONSTRUCTION

Send for Free "BOOK OF DESIGNS" (and Souvenir Bookmark)

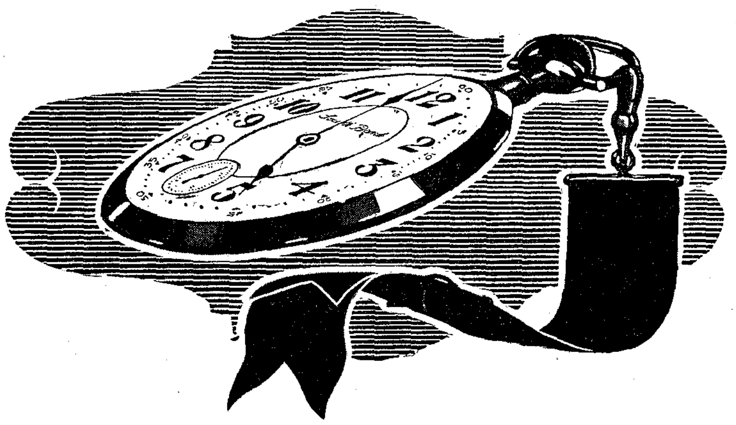
showing the latest Sectional Bookcases—the ideal home for your books—in our Sanitary, Mission, Colonial and Standard Styles in richly finished Mahogany and Oak. Removable, non-binding, dust-proof doors, no disfiguring iron bands. Quality is guaranteed.

GUNN OFFICE DESKS ... WRITE FOR CATALOGUE ...

OUR PRICES ARE LOWER THAN OTHERS

You will enjoy seeing these up-to-date bookcases. Start with *one* section and add to as needed. Sold through dealers or direct from factory. *Don't forget to ask for our free Souvenir Bookmark.*

THE GUNN FURNITURE CO. Dep't B 19. ESTABLISHED 1890 GRAND RAPIDS, MICHIGAN



A Patrician Among Fine Watches

Emerson once said, "Every man passes his life in the search of a perfect friend."

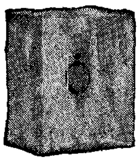
You can consider *your* search ended, once you become possessed of a South Bend Chesterfield Watch. For no friend will mean more to you, no friend have a firmer hold on your affections than this handsome trustworthy watch.

South Bend Chesterfield
a gentleman's watch

The Chesterfield is a true aristocrat in appearance; a slim, thin-model watch, the very *feel* of which gives you joy.

And as its reliability demonstrates itself through the passing years, your pride in it develops into real affection. For in the Chesterfield you obtain not only princely appearance but what is rarely found in thin-model watches, utter time-exactness. The production of Chesterfield Watches is limited. We do not make them hastily, but we make them well. We recommend the Chesterfield to you who desire the pride and pleasure of knowing that the watch you carry is the best of its kind. The prices range from $100 down.

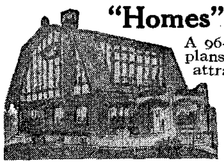
Write for name of nearest South Bend jeweler and our little complimentary brochure, "Character in Watches." Mailed free on request.



The South Bend Watch Company, 4 Lake St., South Bend, Ind.
(218)

Hot Nose and Hot All Over
American Self-heating Flat Iron
Sold on a positive guarantee
Never sticks on any kind of starching. Ordinary four hours Ironing can be done in two, and done better. One-fifth the labor, one-tenth the expense and one hundred times the satisfaction as compared with any other method. Send for circulars. If your dealer does not sell this guaranteed iron, write us direct.
American Gas Machine Co., 444 Clarke St., Albert Lea, Minn.

"Homes"—for Home Lovers



A 96-page book of designs, floor plans and costs for 75 of our most attractive designs in moderate priced bungalows, cottages and homelike dwellings. Also, contains "Hints to Home Builders," "Financing the Home," etc. This splendid book and year's subscription to "Good Homes," our monthly magazine, for $1.00 Postpaid.
DICKMAN & ORTMAN, 320 Provident Bank Bldg., Cincinnati

100 Edwin's Genuine Havana Seconds $1.90
From Factory Direct To You By Ex. Or Parcel Post

Made of Imported Havana Picadura, from our own plantation in Cuba—leaves that are too short to roll into our 15c cigars. They're not pretty, no bands or decorations, but you don't smoke looks. Customers call them Diamonds in the Rough. All 4½ inches long, some even longer. Only 100 at this "Get Acquainted" price. Money cheerfully refunded if you don't receive at least double value. Mention strength when ordering. Our references, Dun or Bradstreet's or any Bank.

INCHES 1 2 3 4 ½

EDWIN CIGAR CO. Inc.-Largest Mail Order Cigar House in the World
DEPT. No. 17-2338-2342 THIRD AVENUE NEW YORK

Drowsily come the sheep
  And they pass through the sheepfold door;
    After one comes two,
    After one comes two,
  Comes two, and then three and four.
First one, then two, by the paths of sleep
Drowsily come the sheep.

This poem is not unworthy of that great tho underestimated singer, Coventry Patmore.

The Gift

BY LOUIS V. LEDOUX

Let others give you wealth and love,
  And guard you while you live;
I can not set my gift above
  The gifts that others give;

And yet the gift I give is good:
  In one man's eyes to see
The worship of your maidenhood,
  While children climb your knee.

The March number of *Poetry: A Magazine of Verse* (Chicago) contains, among other interesting contributions, four poems by Sara Teasdale. We quote two of them. "September Midnight" is an admirable picture in Sapphics, made personal and real in the last two stanzas.

September Midnight

BY SARA TEASDALE

Lyric night of the lingering Indian Summer,
Shadowy fields that are scentless but full of singing,
Never a bird, but the passionless chant of insects,
    Ceaseless, insistent.

The grasshopper's horn, and far-off, high in the maples,
The wheel of a locust leisurely grinding the silence
Under a moon waning and worn, broken,
    Tired with summer.

Let me remember you, voices of little insects,
Weeds in the moonlight, fields that are tangled with asters,
Let me remember, soon will the winter be on us,
    Snow-hushed and heavy.

Over my soul murmur your mute benediction,
While I gaze, O fields that rest after harvest,
As those who part look long in the eyes they lean to,
    Lest they forget them.

"The wet new wind of May" and "white with the sun" suggest the exquisite realism of Lisette Woodworth Reese:

Over the Roofs

BY SARA TEASDALE

I said, "I have shut my heart,
  As one shuts an open door,
That Love may starve therein
  And trouble me no more."

But over the roofs there came
  The wet new wind of May,
And a tune blew up from the curb
  Where the street-pianos play.

My room was white with the sun
  And Love cried out in me,
"I am strong, I will break your heart
  Unless you set me free."

The poets do their best to keep up the ancient friendship of "the shamrock of

Erin and olive of Spain." Here is a Spanish song, musical and gay, by an Irish poet—Mrs. Dora Sigerson Shorter. We take it from her new book of verse, "Madge Linsey, and Other Poems" (Maunsel & Company, Ltd.). The Paseo de las Delicias, mentioned in the first stanza, is a favorite promenade of the people of Seville.

The Little Bells of Sevilla

By Dora Sigerson Shorter

The ladies of Sevilla go forth to take the air,
They loop their lace mantillas, a red rose in their hair.
Upon the road Delicias their little horses run
And tinkle, tinkle, tinkle, the bells go every one.

Beside the Guadalquivir, by orange-scented way,
The ladies of Sevilla they come at cool of day;
They wave their fans coquettish, their black eyes gleam and glow,
And all their little carriage bells a-jingle, jingle, go.

There, too, the caballeros drive in the perfumed breeze
Upon the road Delicias among the flowering trees;
Beneath their brown sombreros their dark eyes flame and flash,
And all their little horses' bells right merrily they crash.

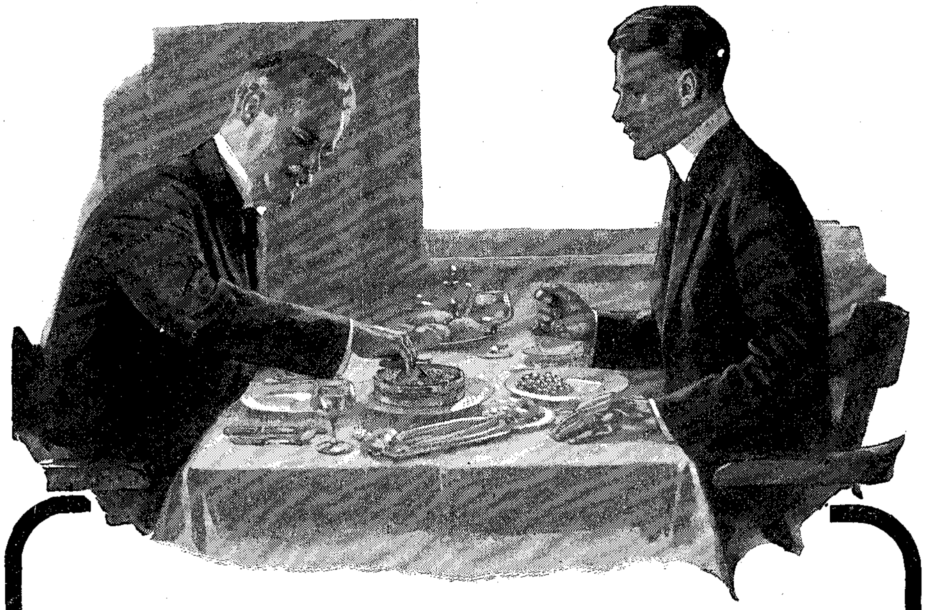
Beside the Guadalquivir the hours are very fair,
The nightingale is tuning upon the scented air;
Oh, laughing Andalusia, beloved of the sun,
Your merry, merry little bells they call me every one.

From "The Four Gates," a book of thoughtful verse recently published by P. J. Kenedy & Sons, we take this vivid piece of description:

At the Leap of the Waters

By Edward F. Garesche, S.J.

How the swift river runs bright to its doom,
  Placid and shining, and smooth-flowing by,
Blue with the gleam of the heavenly room
  Smiling and calm, with the calm of the sky!
Ah, but the plunge! and the shock and the roar,
  The spray of vast waters that hurl to the deep,
The churn of its foam, as the measureless pour
  Of that wide-brimming torrent leaps sheer from the steep!
Look ye; it reaches small fingers of spray
  To clutch at the brink, as unwilling to go
Through the perilous air, and be fretted away
  In the tumult of vapor that boileth below.
List ye! The voice of the huge undertone
  That murmurs in pain from the cataract's breast,
Where the bruised, shattered waters perpetual moan
  And wander and toss in a weary unrest.
Feel ye the breath of the cool-spraying mist,
  Cloudy and gray from the depth of its pain;
Not as when sunbeams the waters have kissed,
  Rising in vapor to gather in rain,
But fiercely and madly flung forth on the air,
  A shroud for this river that leaps to its death,
A veil o'er the throes of the cataract there,
  And rolling and rent with its agonized breath!
Wild torrent! God put thee to thunder His name!
  With the roar of thy waters to call to the sky
Of His might, who hath set thee forever the same,
  To topple in foam to thy gulfs from on high.
Loud hymn of the lake-lands! from shore unto shore,
  Still clamor His praises who called thee to be,
Till the ears of the nations are tuned to thy roar,
  And they hear the vast message He trusted to thee!



Let Them Get the Same Beans at Home

Men who lunch down-town, in cities, find in countless places a remarkable dish of Baked Beans.

The Beans are whole and mellow. A piquant Sauce is baked into them. A slice of tender pork lies on top.

Men like those Beans. Legions daily go to places which serve them. And many a lunch room owes its fame to this perfect dish of Beans.

Those places by the thousands buy Van Camp's. Even Broadway hotels serve Van Camp's. For they cannot match this dish. They know it, and they long ago ceased to try.

VAN CAMP'S
PORK & BEANS BAKED WITH TOMATO SAUCE
Also Baked Without the Sauce

The only way to serve such Beans is to do as they do—buy Van Camp's. The Beans must be selected by laboratory analysis. They must be tested by sample bakings.

The Sauce must be made from tomatoes specially grown; from certain seed, on certain soil, and ripened on the vines. Then it requires rare skill to compose it. We employ for the purpose a famous Parisian chef.

Costly ovens are needed to bake in this way, so the Beans come out mellow, uncrisped and whole.

These facilities are unique, such materials are rare, and this skill is inimitable. Find out what a dish they combine to produce and you will always want Van Camp's in your home.

That will lead you, we hope, to try other Van Camp Delicacies. We have spent years and fortunes to give to them the qualities you like.

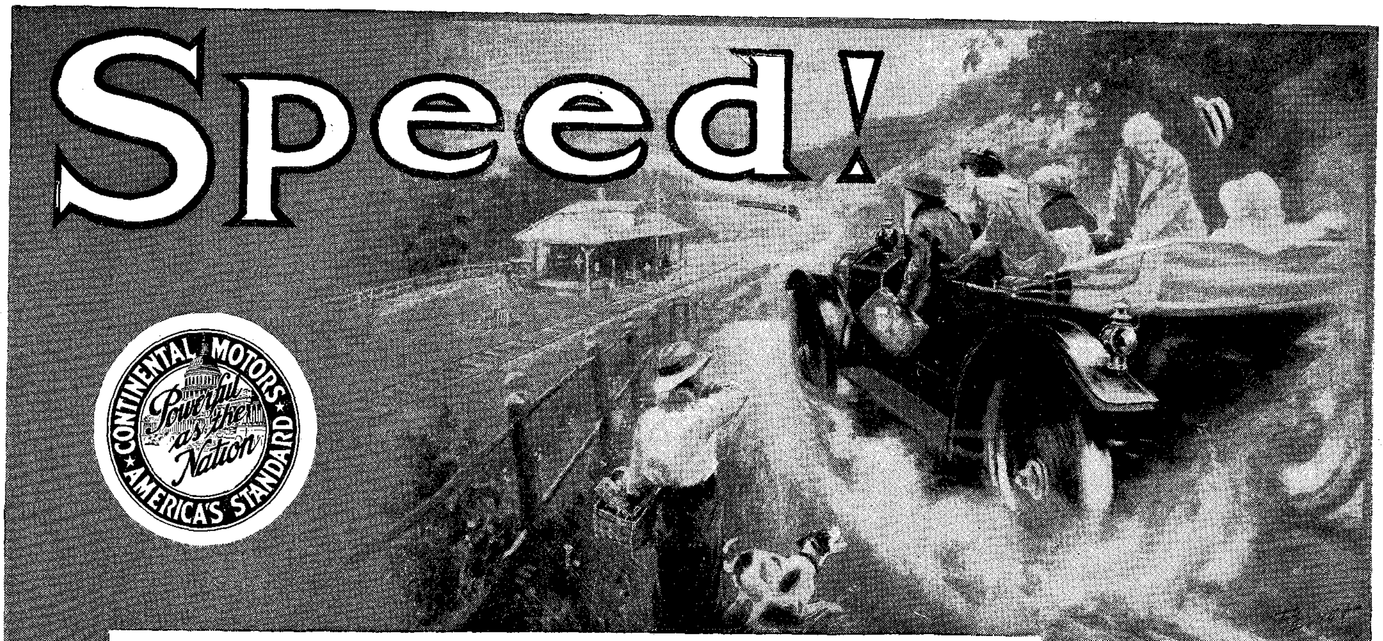
10, 15 and 20 Cents Per Can

Some Other Van Camp Delicacies

Van Camp's Evaporated Milk
Van Camp's Soups—18 Kinds
Van Camp's Tomato Catsup
Van Camp's Chili Con Carne
Van Camp's Tamales
Van Camp's Spaghetti a l'Italienne

(297)

Speed!



Faster!

Open the throttle—advance the spark—tramp on her tail—one minute to make it!

Easy enough, with a Continental, when you want to get there and get there quick!

Continental Motors

Yet the flash of swiftness, or the mad onrush that crashes through the smoke welter of the speedway, is really not the speed that counts; for it is a fever, not an excess of vitality.

Continental speed (and this is true of every one of 1914's tens of thousands of Continentals) is that healthy speed which endures; which, as the work calls for it, be it 40 or 50 or 60 or 70 miles an hour, can be depended on for minutes, hours, days, weeks and years.

For Speed is the daughter of Power. And unbounded power "is the dominant characteristic of the Continental Motor,"—power within bounds, never creeping near the danger mark, bringing no risk.

Continental speed and power are attained by superior theory, put into better practice. Continental crankshaft bearings are ground to 95% of bearing surface, smoother than a mirror; pistons are balanced to a pennyweight; connecting rods are lightened to a mathematical niceness; valves are seated-in with a faultless exactness; cylinders are polished to a flawless luster.

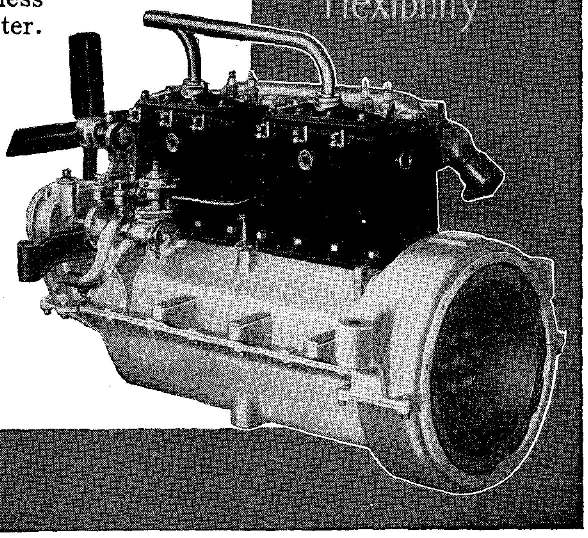
The foremost technical experts of America and Europe, men of the Continental and allied firms, working for ten years, have made Continental speed possible.

Let Continental speed guarantee satisfaction in the car you plan to own.

CONTINENTAL MOTOR MFG. CO.
DETROIT, MICH.

LARGEST EXCLUSIVE MOTOR BUILDERS
IN THE WORLD

The Continental Certainties:
Silence
Power
+Speed
Endurance
Economy
Flexibility



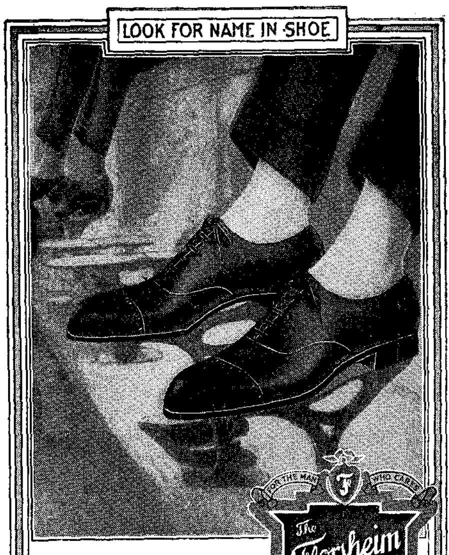
PERSONAL GLIMPSES

TALES OF THE BLOCK-SIGNAL

At night, the little lights that wink and glow along the track; by day, the ungainly, but almost human-looking semaphores, with their gestures toward the heavens above or some distant horizon: what do these mean to the average traveler, snugly enfolded in the latest comforts of the Pullman? It is only when something has gone fatally wrong and the investigators are looking for some one to blame that the block comes in for its due of attention. At such times it is fairly spoiled by attentions. One wants to know how it was placed before, how after, the wreck; another inquires concerning its general and customary disposition; all the most intimate affairs of its existence are made public. But "on the run" few of those it serves bother their heads about it. It has contributed to the peace of mind of millions by its inconspicuous reliability; its reward is to be quite forgotten and overlooked. How many lives the block-signal has saved can only be guessed at. But the mere perfunctory performance of its duty is not all its tale. There are many more amusing features in its life-story. These are touched upon most entertainingly in an article by A. D. Cloud in *The Sunset Magazine*. Mr. Cloud begins with melodrama, as follows:

> The stillness of the hour before dawn lay over the valley. The dull red moon hung low in the West just above a ragged silhouette of tree-tops. The little town slept beneath a cover of black shadows, unbroken save for the red and green bull's-eyes of the switch lights and the bright green signal-lamp near the station. Only the occasional sleepy crowing of a rooster or the far-away drowsy tinkle of a cow-bell broke the silence. The world awaited the morning.
>
> Suddenly a dark figure stole out from the shadows along the track. Reaching the signal near the station, he climbed to its top and put out the light behind the green glass. Then he crept back into the shadow; and as the moon hurried behind the trees, only the switch-lamps were left to dispute possession of the hour with the powers of darkness.
>
> Hardly was the mysterious figure safely hid when there was a rumbling among the sleeping hills, and a shrill whistle echoed from their wooded sides. A bright headlight pierced a deep white hole in the darkness; the rails tingled and hummed; and a fire-lit smoke-cloud raced down the valley. Then with a quick rush of air, and a rattling and clanking, and grinding as the brake-shoes bit into the wheels, the Midnight Express came to a stop with her pilot just under the thin black shadow of the signal.
>
> "Mike," said Kelley, the engineer, "why did ye put out the light?" "To see if ye'd stop th' train," replied Mike, the fireman, carefully placing a scoopful of coal in a far corner of the fire-box. Kelley sat looking up at the dim outline of the signal. It was the first time in many months that the green light had not called him on with the promise of a clear track around the curve and up over the long grade.
>
> "Mike, I'll bet ye the . . . that did it is hidin' in thim bushes," he said, without looking around. "Ye never kin tell. They're up to them tricks right along," answered Mike, and continued his shoveling.
>
> Soon Kelley reached out for the throttle, and the great engine resumed its journey. The staccato of the exhaust became a rattle and was lost among the echoes; the red dragon's eyes on the last car faded into tiny stars and disappeared; and the stately sleepers rolled on toward the East and the sunrise.
>
> The lone figure who stole out from the shadows and put out the light did not intend to wreck the train, or rob the express-car, or relieve the sleepy passengers of their money and jewels. On the contrary, he was an officer of the road, and he only wanted to test the quality of Kelley's obedience. Kelley might have rushed on without paying any attention to the signal, and he would have come to no harm, for the situation was prearranged and the danger counterfeit. It was a green light, not a red one, that the superintendent extinguished. And if it had been any other than the darkest hour of the night, Kelley might have seen that the semaphore arm pointed straight toward the starlight zenith, in which position it was the daylight authority to proceed at full speed. But Kelley didn't know what color the light had been. He could see nothing but the switch-lamps. The one thing he was sure of was that there was no green signal where he was accustomed to find it; and the rule-book said that the absence of a signal where one was usually displayed was a danger-signal. That meant "Stop." So Kelley stopt; and the superintendent hiding in the bushes knew that the passengers in the dozen Pullmans behind Kelley's engine were in safe hands.
>
> This little drama of discipline, the "surprize test," as it is called, is enacted somewhere in the land every night in the year. Its purpose is to show how Kelley conducts himself when the conditions are real and when only he and the signal, the "silent watchman," are present on the scene. It is a check on his obedience to the signals which mark the miles for most of the overnight travel on the railways of the United States. And it is to the everlasting credit of Kelley and his brother engineers that, tho most unexpected conditions are set up in the tests, not one in a thousand fails to obey the rules or the signals.

Overlooking a signal may mean instant discharge for the offender, and such discipline is, and must be, true wherever there are railways. So seriously is this offense regarded in railway circles that in England an engine-driver recently secured damages from certain persons who had accused him wrongfully of driving his train past danger-signals. Tests, to be adequate, must be carefully elaborated and carried out. They must vary, too, with each trial; for, once a man has detected one trick, he can never be fooled by it again, and, moreover, in nine cases out of ten, will endeavor, in fun



LOOK FOR NAME IN SHOE

FOR THE MAN WHO CARES The Florsheim SHOE

The Duke — proper style with "Natural Shape" comfort features. Cool— because Skeleton Lined.

WHEN you see a smart, polished shoe think of Florsheims —men wear them everywhere. Shapes and leathers to fulfill every requirement. Priced at $5 — and up to $7.

The Florsheim dealer will show you the season's correct styles.

Free on Request
"THE SIGN of CORRECT STYLES"

The Florsheim Shoe Co.
Chicago, U. S. A.

FOR THE MAN WHO CARES

LISLE 25¢
SILK 50¢

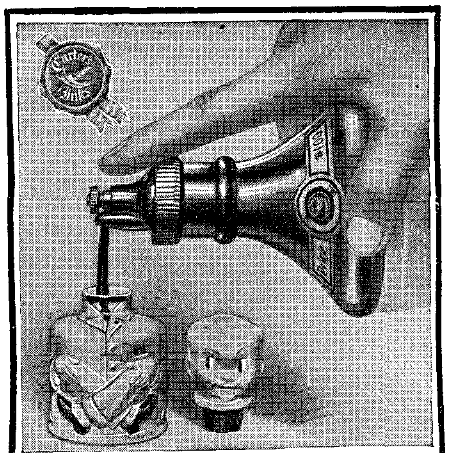
Boston Garter

Velvet Grip

Holds Your Sock Smooth as Your Skin

If you desire an unusually fine garter buy the 50c. grade

GEORGE FROST CO., MAKERS, BOSTON



Try This Ink
in Mr. Carter's Inx

WE have produced the matchless ink that will keep Mr. Carter's Inx jolly and companionable. The new Flow Controller permits a touch of the finger to stop the flow, so that he never receives too much or too little. This ink with the new controller is called

Carter's
Pencraft
Combined
Office and Fountain Pen
Ink

and combines every known Carter Ink quality. *Besides, it is the matchless combination fluid for steel pens and all fountain pens.*

It is smooth and even-flowing. It writes a snappy blue and dries a brilliant, permanent black.

All the best stationers are now selling Carter's Pencraft Ink in various sizes at prices from $1.00 (quart) to 15 cents a bottle. Learn the convenience and economy of having a large sized bottle of ink on your home shelf ready to give Mr. Carter's Inx a drink when he gets thirsty.

Look for this decorated carton

After all, no ink like Carter's

THIS CARTON CONTAINS 1 QUART BOTTLE
PRICE
CARTER'S

From Factory to You

Try these I-See-Co Long Filler, Hand Rolled Stogies

MOST men won't smoke a stogie, because they think it is a cheap smoke. We make high grade goods only and start in where others leave off—while they have tried to see how **cheap** they could produce stogies, we have endeavored to see how **good** we can make them. We use the highest grades of Cuban and Domestic Tobacco. All our smokes are made Strictly Sanitary.

Only $3.50 per 100 prepaid

Smoke a few at our risk. If you don't say they are the best you ever smoked, your money is yours again. We make seven varieties of superior long filler cigars and sell direct to you—prices ranging from $2.00 to $7.50 per 100—giving you exceptional values for little money.

Special Introductory Offer Simply send us $3.50 for 100 "Adremas," a 5 inch Cigar, Clear Havana Filler, packed 50 in a box. Unroll one—cut one open—smoke all you like. Then, if you are not convinced and delighted, your money is yours again.

40c brings 10 assorted sample smokes and interesting booklet "A New Light on an Old Subject."

ISENBERG CIGAR CO. Wheeling, W. Va.
New York Office, 39 Union Square
Men of good address wanted to solicit individual smokers.
We do not sell to dealers.

or earnest, to frustrate a repetition of it. A few of these variations are given:

> The tests are more careful than the lightning about "striking twice in the same place." As a rule the superintendent, or his subordinate, who arranges the setting changes the green light to red, instead of leaving the signal in utter darkness. Sometimes the officers pay no attention to the lights, but arrange the surprizes to see how the engineers regard other rules than those connected directly with the signals. The vice-president of one of the great systems west of Mississippi not long ago went out on a tour of inspection. His private car looked like an ordinary car and when it was attached to a passenger-train at the top of a long grade on which the engineers were accustomed to make up their lost time, the men in the cab failed in some way to grasp the situation, and didn't know whose car it was that had been put into their train. The engineer started down the grade with thirty minutes to make up. The vice-president soon became aware that the train was running at unusually high speed. He sat down in front of the speed-indicator and watched it climb to 55—to 60, then to 70—and finally the hand stood at 79 miles per hour. At the next station the engineer was summarily given a thirty-day layoff, for there was a rule which said under no condition should a speed of sixty miles an hour be exceeded, no matter how late the engineer might be running.
>
> The operating vice-president often conducts surprize tests himself, for if there is any one thing in his department in which he is vitally and intensely interested, it is discipline. In the early days of surprize tests some engineers did not take to them very kindly, and there were generally considerable blustering and profanity on their part when their conduct was under observation. Even while obeying rules in every particular they lost no opportunity to express their personal opinions of the men who made them.
>
> One engineer, a man whose record was good, and whose discretion and sound judgment could be relied upon, was bitterly opposed to the installation of signals and the inauguration of surprize tests, and threatened to shoot the first officer who tried "anything on him." No railway officer feels safe in entrusting lives and property to one whose attitude is antagonistic to conditions that will not only prevent them from having accidents, but will also assist them materially in the discharge of their work. So the general superintendent determined to put this engineer to a test and one dark night he built a fire close to a wooden bridge on the main line. The engineer passed by without noticing the fire and did not even report it. The next night the superintendent repeated the test, and still the engineer disregarded the fire, in spite of the rule which said that when train-men see a fire along the right-of-way they must stop and report it at the next station. The engineer was given a thirty-day layoff. He threatened the life of the general superintendent and was then dismissed from the service. Yet in the course of a few months the discharged employee came back asking to be reinstated. The conditions were such that the superintendent thought it advisable to take him back, and the result has been that this man is now one of the best and most careful and trustworthy engineers in the employ of the road.

Surprizes of this kind are exactly what is needed to keep engineers well disciplined, as few trainmen ever forget such treatment. They may know well enough that they are being tried, and resent it, but as long as there is a chance of some one in authority "hiding in the bushes," it is worth a stop. Also, it is worth going slowly and acting out the whole comedy: if it is no trick, caution may be worth promotion and extra pay; if it is a trick, it doesn't injure the driver's good name at headquarters if he is reported as cautious on the suspicion of danger. In the old times, which is to say, ten years ago, there were few surprize tests. At that time only three kinds of signals were in extensive use. Mr. Cloud describes these:

> The most common was the switch-signal, which did nothing more than indicate whether the switch near which it stood was open or closed. The train-order signal came next in numbers. It was to be found at every station, and it told an approaching engineer whether or not there were orders awaiting him, for, ten years ago, practically every movement of a train had to be authorized by an order from the dispatcher. The interlocked signals, the third kind, clustered about crossings, junction points, and yard entrances. The original interlocked signals and the "interlocking" machinery by which a number of switches could be thrown by hand from inside a tower were imported from England in 1876, and have since been vastly improved upon by the genius of American engineers. No surprize tests are necessary in connection with these signals. Long ago it was found less expensive to throw a train off the track and, with guard rails safely guiding it, to keep it from turning over into the ditch, bring it to a quick stop along the ties, than to have a collision at a crossing or junction. So the derail was invented, and now one of these devices is to be found at the foot of nearly every interlocked signal. Few engineers "take a chance" with them. A stop signal at an interlocking plant requires the engineer to stop his train and wait until the signal is pulled to the proceed position by the towerman before he can get under way again.
>
> Within the last decade a fourth signal has come into general use, and now the engineer has for his guidance not only the switch and the train order and interlocked signals, but also the "automatics," the latest and most important safeguards of travel. The automatic block system was invented in America. The track circuit, which is the basis of its operation, was patented by one William Robinson in 1872. But it was not until many years later that the value of Robinson's invention was recognized, and not until the nineteenth century had gone into history was it put to practical use to any considerable extent. Since 1900, however, the automatic block system has been installed on most of the important main lines of the country, and the mileage of track circuits is greater than that of the equator.
>
> The United States Government has been keeping close watch of the progress of the

(*Continued on page* 852)

Which Light Weight Six Will You Buy?

The Chandler is the only six-cylinder car selling for less than $2000 which has all the following features found on all the leading high priced sixes.

Bosch Magneto for Ignition
Separate Electric Motor for Starting
Separate Electric Generator
Imported Annular Ball Bearings
Large Gasoline Tank—in rear

Used on the most famous American sixes

Packard
Peerless
Pierce (Tank Under Seat)
Locomobile
Lozier

CHANDLER LIGHT WEIGHT SIX $1785

Other Features Worth Demanding In addition to the above features, each of them *instantly* assuring good service, there are many other features that are characteristic of high-standard design and construction and are found on *most* of the *high-priced* sixes.

The Chandler is the only light six selling for less than $2000 on which are to be found all of the following features: Mayo Genuine Mercedes Type Honeycomb Radiator. True Streamline Body Design. No dash, no projections. Crowned fenders. Absolutely clean running boards. Single wire electric system, with wiring run through armored conduit. No side lamps. Double globes in front lights. Cast aluminum motor base, extending from frame to frame. Oiling system all contained within the motor. No outside piping. 3 Imported Coventry chains, instead of noisy gears, to drive camshaft, pump and generator. These chains run silently in a constant spray of oil. Left-side drive and center control—multiple disc steel and raybestos clutch—demountable rims—Stromberg Carburetor, with hot air and dash priming attachment—double internal enclosed brake drums—triangle section torsion rod, with forward end fitted with double spring buffers—deep 10 and 12 inch cushions.

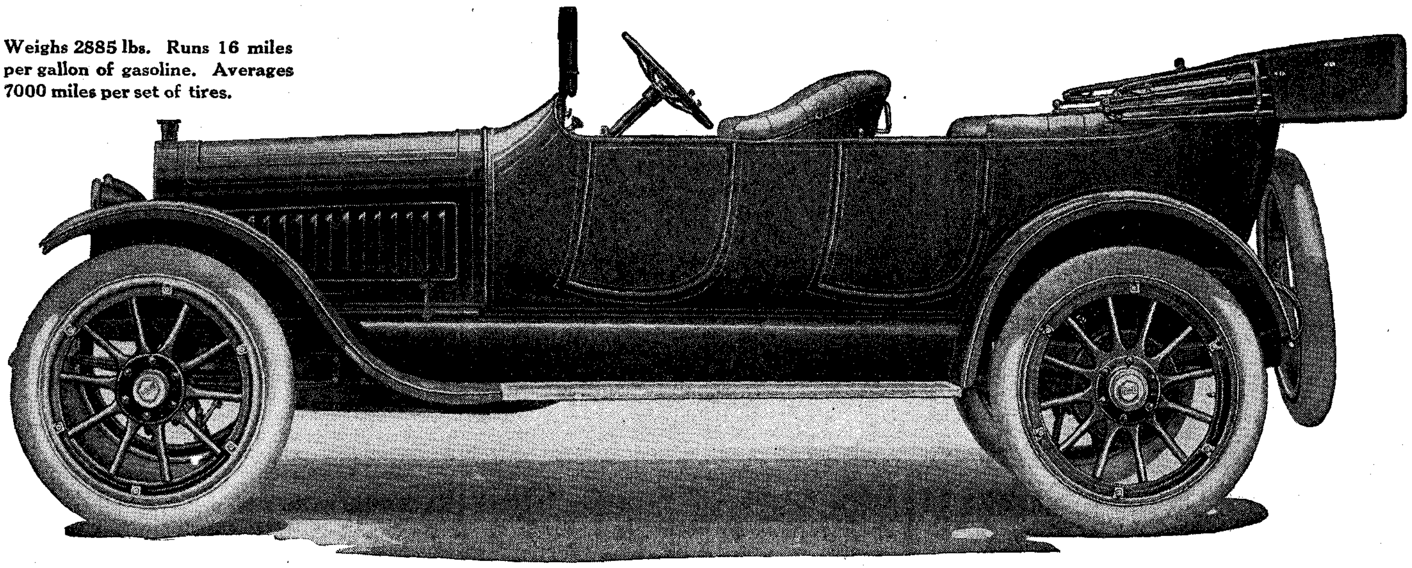
The Chandler has *all* these features, and more. Regular equipment includes, in addition to equipment items already named, Jiffy Curtains, 8-day clock, Jones speedometer, rain-vision, clear-vision ventilating windshield, Bair patent top holders, instantly adjustable tire carrier in rear of tonneau, carrying tire without straps.

Consider carefully the Chandler and the three or four other well-known light sixes. Compare values in detail. Consider the six-cylinder experience of the builders.

A full season's service in the hands of hundreds of owners all over America has not developed a single mechanical weakness in the Chandler. We know of no way to improve the Chandler chassis. The new body design is the ultimate in graceful beauty.

Four types of body: Five-passenger touring, $1785; a handsome runabout, $1785; four-passenger coupe, $2485; limousine, $2985.

Let us show you the kind of service the Chandler is giving owners everywhere. Write us today for catalogue and convincing book called "Bouquets." We will also send you our "Proof Sheet" by which to find comparative values in automobiles.



Weighs 2885 lbs. Runs 16 miles per gallon of gasoline. Averages 7000 miles per set of tires.

CHANDLER MOTOR CAR CO., 804-844 East 131st St., CLEVELAND, OHIO

Y
YA
YAL
YALE
YALE

Look for the name YALE on locks and hardware

You buy the guarantee of standard quality and service certainty, when—you place distinctive Yale Hardware on your front and other doors; when you secure the protection and convenience of the Yale Night Latch; when you make sure of quietly-closing, always-closing doors with the Yale Door-Closer; and when those many other need-to-be-really-locked doors and things are guarded by Yale Padlocks.

And to be sure that you are buying Yale service and Yale quality—look for the name Yale on Locks and Hardware.

Let us send you our interesting book "A Word About Yale Locks and Hardware." A request will bring it.

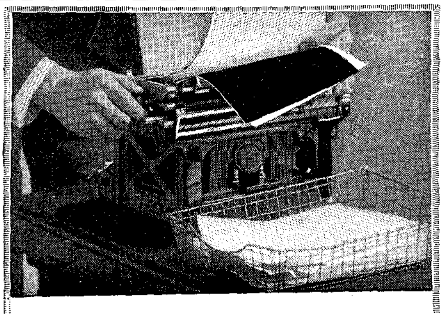
Building a house? When you think of locks and hardware, what is the one word you think of first? YALE. That's reason enough. But be sure you get Yale.

Wherever there are open doors—front, back, pantry, bedroom and bathroom there is use for a Yale Door-Closer.

Got anything that needs to be really locked? There's a whole lot of difference in the *insides* of padlocks. Buy your padlock with the name YALE on the *outside.*

Yale Night Latch. A burglar proof dead-lock. Attached to any door. Absolutely secure against every thing except your own key.

The Yale & Towne Mfg. Co.,
Makers of Yale Locks, Hardware and Chain Blocks
9 East 40th Street, New York
Chicago San Francisco
St. Catherines, Canada



What's Worth Copying is Worth Copying Well

Why do you buy carbon paper? To get *good* copies, or *bad* copies? Do you imagine that poor carbon paper can possibly give permanently clear copies? Then be safe with

TRADE MultiKopy MARK Carbon Paper

Its smooth surface and scientific composition make it *lastingly* legible. In black or blue it *never* fades. So durable one sheet will copy 100 letters. With every letter on the page so evenly distinct the copy rivals the original. Never smudges, rubs, dries out nor skins over. The one sure way to neat and permanent files.

Write for FREE Sample Sheet

F. S. WEBSTER CO., 334 Congress St., Boston, Mass.
New York Chicago Philadelphia Pittsburgh
Ask for Star Brand Typewriter Ribbons

If You Value Hair Beauty Hair Health and Scalp Cleanliness

Send For This Valuable Booklet Today

Hair seldom falls from a healthy scalp. The use of a clean hair brush keeps the scalp healthy, tends to prevent dandruff and other scalp diseases. Everybody who appreciates the importance of cleanliness will welcome this booklet because

Every Page Tells How To Keep the Hair Beautiful and the Scalp Healthy—

How to stimulate the blood-cells of and cleanse the scalp; how to keep it free from dandruff; how to properly dress the hair; prepare an "Egg," "Dry" or "Cream" Shampoo, and many other valuable hair hints make this one of the most helpful booklets ever printed on the subject, yet we send it free upon request.

SANITAX BRUSHES

are positively germ-proof because of their sanitary, all metal, open work construction. They are beautifully designed and heavily plated. Repeated washing, boiling or sterilizing will not injure them. **Sanitax Brushes** are sold by all good dealers, prices $1.00 up, guaranteed satisfactory or money refunded. A complete catalog together with a copy of the above booklet will be mailed FREE on receipt of your Dealer's name. Simply address:
SANITAX BRUSH CO., 2322 S. Wabash Ave., Chicago

PERSONAL GLIMPSES

(*Continued from page* 850)

block system, and the latest report it has published reveals the interesting fact that Western railroads, with the Southern Pacific Company leading the list, have been foremost in adopting this latest and most efficient kind of block system.

The daytime indications of all of these signals are conveyed by the color of the arm and the position it stands in. A red arm, when horizontal or at right angle to the signal-post, means "Stop." If the arm is yellow, it means "Caution." When either red or yellow arm is at an angle of 60 degrees below the horizontal, it means "Clear" or "Proceed."

The origin of the use of these colors is not recorded, but the association of red with danger seems natural and fitting. Red is the color of disaster, the emblem of battle and destruction. It brings to mind the shedding of blood, anarchy, rebellion, conquest, the burning cities of history. So, if Kelley is imaginative, the solemn, unblinking red eye of the signal shows him visions of splintered cars, crusht bodies, and piled-up wreckage. This association, however, is more or less a sentimental afterthought, for the selection of red as the signal for danger on railways was undoubtedly due to the fact that it can be seen without danger of confusion with other colors farther than any other color of the spectrum, at night and in foggy weather. Yellow is next in penetrating power, so it is used to show Kelley that he must proceed cautiously. Green is third choice and is the "Clear" color. Thus when Kelley starts out on his night run he is guided by the language of the colors. The mantle of darkness has obliterated the position signals which directed him in the daylight, and he relies upon the lights alone, watching for them as he rushes through the sleeping villages and thunders over the long bridges and across the hills, checking his speed or pulling the throttle over another notch or two as they flash their messages out of the darkness in front of the headlight.

The automatic signal is, as its name implies, self-operating. It is placed at the entrance to a section of track called a block, which is usually about a mile in length. When there is no train in the section the signal indicates "Proceed" to an approaching engineer; and when there is a train in the block it is pulled by gravity to the "Stop" position.

The signal-arms work on a pivot with a very heavy casting on one side and the arm itself on the other, and the signals are so arranged that they are forced out of the "Stop" position by the positive action of the electric current, but return by their own weight to that position immediately when the current ceases to exert the positive holding effort.

Each block has its own track circuit and is insulated by special joints from the adjacent blocks; and each track circuit has its electric battery at one end and its relay at the other. The current flows through the rails, and, as long as there is no train on them, holds the track relay energized, while the relay in turn closes the circuit by which the semaphore arm is moved out of the "Stop" position and held in the "Caution" or "Proceed" position. When a train occupies a block the current finds an easier path from rail to rail than through the track relay. It goes through the wheels and axles of the engine and cars, and the relay is thus deprived of the power necessary to hold the signal circuit closed. The signal, as a result of the removal of the holding force, drops to "Stop"; and Kelley, coming along behind, finds a horizontal arm, or a red light, telling him that there is some one in the block ahead.

A VICTIM OF SUCCESS

THE recent catastrophe that brought down the two large dry-goods houses of Siegel-Cooper Company and Simpson-Crawford Company, and robbed hundreds of clerks of their savings, has focused particular attention upon the head of these enterprises, Henry Siegel. If ever a man was caught irresistibly in the maelstrom of success, we are told, it is he. Wealth and the power of great wealth became his one desire, his passion, and, eventually, his Nemesis. Because wealth and power were his inspiration, he accomplished what few men have accomplished, building up from nothing a huge and highly prosperous dry-goods business reaching from New York to Chicago. But the idea of power, as it has for many others, became finally too powerful for the man who had conceived it; it swept him on, secure in the confidence of those with whom he dealt, from success to excess; from the constructive work of a lifetime to the destructive pastime of spending his enormous gains, and of getting more and more to spend. Under the title of "A Retail Napoleon and his St. Helena," the New York *Tribune* narrates the events of this man's career and the steps that led to his sudden and complete downfall:

> Potash and Perlmutter in the life without the redeeming features! That is the opinion of the District Attorney's office concerning Siegel and Vogel, whose enterprises have done so much to advertise department-store banking recently.
>
> "On one occasion, when a statement for the banks for a year just ended was being prepared," said Arthur C. Train, Assistant District Attorney, "the Potash of the firm said, after looking over the real figures: 'Same old loss. Well, what's the plan this year?'
>
> "'If you don't show a loss, Henry,' muttered the Perlmutter, 'people will say you are a liar.'
>
> "But the statement showed a profit just the same!"
>
> And the heads of the firm continued to draw big salaries—
>
> Until there came the downfall of a merchant-prince and of his viceroy.
>
> The indictments that have been launched by Whitman against Henry Siegel and Frank E. Vogel have apparently terminated the interesting career of one of our self-made merchants. Siegel said that he regarded the money in the bank as "his" money. In loyalty to their employer the depositors should agree with him. They had been exhorted to be thrifty as well as industrious, and to lay aside a portion of the weekly $6 against a rainy day, and the only question that has arisen in their minds is whose rainy day this referred to.

(*Continued on page 855*)

This Book Sent Free on Request
"Beautiful Floors, Their Finish and Care"

It is a 24-page edition—just out—which gives valuable suggestions as to the treatment of floors. It tells how inexpensive and easy it is to turn old floors into new ones; how to save energy and money. An authority on

Finishing New Floors
Finishing Old Floors
Hardwood Floors
Pine Floors
Kitchen, Pantry and Bathroom Floors
Cleaning and Polishing
Care of Waxed Floors
Finishing Dance Floors
Finishing Furniture
Interior Woodwork
Stopping Cracks
Removing Varnish, etc.

Old English Floor Wax

brings a rich, subdued lustre to the floor. And you can cover a floor with Old English for about half the cost of varnish and shellac.

Old English is the best and most enduring floor wax made. It contains more of the hard (and expensive) imported wax, and so spreads farther and lasts longer than other floor waxes. It doesn't collect dust, is easily applied and may be used over any stain. 60 cents' worth will do a large room for six months or more.

Send for Free Sample and Our Free Book

Paint Dealers, House Furnishing Departments (Druggists) sell Old English.

For the Cottage—Nothing Cheaper
For the Mansion—Nothing Richer

THE A. S. BOYLE CO., 1902 Dana Ave., Cincinnati, O.

The A. S. Boyle Co.
1902 Dana Ave.
Cincinnati, Ohio

Send BOOK and FREE Sample so I may try Old English at home.

Name..............................
Address..............................
My dealer is..............................

A SIMPLE WAY TO GET
Clean, Fresh Hot Water
For Bathroom, Kitchen or Office

A flowing stream of clean, freshly heated water of any temperature and always ready is given by the

Ohio Water Heater

Safe—no dangerous flue or condensation pipes. Water and gas attachments only are necessary. Can be set in any place. Light heater; hot water flows instantly. Saves time, heat and expense. Always ready for all requirements. Used alone or auxiliary to storage tank.

THE OHIO
"M" for artificial or natural gas..............$29
"A" for acetylene gas.......$32
THE DAYTON
"C" for gasoline $38
All f. o. b. Dayton

Write for Catalog A and full particulars
McCormick Manufacturing Co.
436 E. 1st Street, Dayton, Ohio

French, German, Spanish, Italian

Can be learned quickly, easily and pleasantly, at spare moments, in your own home. You hear the living voice of a native professor pronounce each word and phrase. In a surprisingly short time you can speak a new language by the

Language-Phone Method
combined with
Rosenthal's Practical Linguistry

You can now use your own Disc or Cylinder talking machine to acquire a foreign language. Send for Particulars and Booklet.

The Language-Phone Method
902 Putnam Bldg., 2 W. 45th St., N. Y.

5,000 Letter Heads
"Be Judged by Your Stationery"

$10 for 5,000 Good Bond Letter Heads in substantial dust proof boxes; freight paid anywhere east of the Mississippi.

PRINTED IN THE ADIRONDACKS · J · J · CONNORS · SARANAC · LAKE · N·Y·

ARTISTICALLY PRINTED

Full size, 8½ x 11 inches—just the right weight. Send your copy today. Proof mailed promptly for your O.K. Samples on request.

CONNORS—Good Printing
225 Main St. Saranac Lake, N. Y.

One Firm – One Service – One Guarantee back of every Johns-Manville Automobile Accessory

JOHNS-MANVILLE SERVICE

COVERS THE CONTINENT

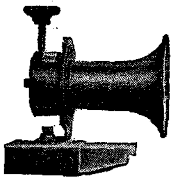
THE H. W. Johns-Manville Company are the first to offer to users of automobile accessories the protection afforded by a standardized Service and Guarantee on accessories of standardized Quality.

The purchaser of any Johns-Manville Accessory is protected by the reputation and financial stability of the H. W. Johns-Manville Company, whose liberal guarantee is standard on every article sold over its name.

He is further protected by the Service which this company renders through its wide distribution of direct representatives and its Branch Houses in every important city of North America.

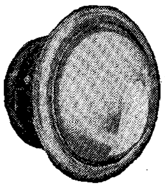
He is still further protected in buying accessories that have received the authoritative endorsement of the H. W. Johns-Manville Company as products of proven excellence.

Complete Johns-Manville equipment is the strongest possible guarantee of complete satisfaction.



Long Horn

Positively cannot fail. Offers absolute reliability plus certain economy. Utilizes no batteries or wires —operated instead by hand or elbow. Produces powerful warning, dominant above all traffic noises, with volume of sound under operator's complete control. Handsome in appearance and built to outlast the car. First cost its only cost—price $10.



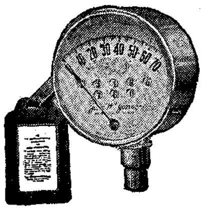
J-M Lens (Non-Blinding)

Makes night driving safe. Enables you to see the road clearly ahead, and prevents driver of approaching car from misjudging your position. Effect produced by semi-spherical lens with entire surface frosted except for small, oval area through which central ray is seen against a surrounding arc of non-glaring light. For all standard makes of lamps. Price $2.50 each.

NON-BURN
BRAKE BAND LINING

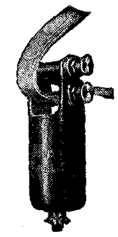
J-M Non-Burn Brake Lining

Grips drum instantly, tightly and noiselessly. Positively unaffected by heat. Impervious to water, oil or gasoline. Now supplied in strips to fit any make of car and conveniently packed in cartons with rivets for attaching. Equally well adapted to internal or external brakes.



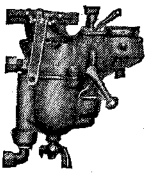
Jones Speedometer

Centrifugal type, controlled by centrifugal force, which is as absolute as the law of gravity. Insures accuracy of readings in all temperatures. Large clock-face dial with widely spaced figures makes it easy to read from any part of the car. Odometer registers both forward and backward travel, interchangeable for left or right wheel drive. Fitted with instantaneous trip reset.



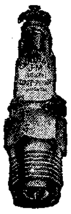
Johns-Manville Shock Absorber

Pronounced simplicity of construction makes it possible to offer this highly efficient absorber at almost half the cost of other makes. Single cylinder, utilizing specially designed spring, gives greatly increased flexibility and riding comfort with less added weight. Attached to any car in one hour. $15 per pair.



Carter Carburetor

Multiple-Jet principle. Number of jets in action depends on variation of fuel level in jet tube, which is controlled directly by suction of engine. Insures absolutely progressive flow of fuel. Responds instantly to every change of engine speed. Promotes wonderfully increased flexibility, economy and power.



J-M (Mezger) Soot-Proof Spark Plug

Eliminates short-circuits—cleans itself. Insures the maximum spark for ignition. The porcelain petticoat, becoming intensely hot, burns off all deposits of carbon. Absolutely guaranteed not to leak.

A Few Other Johns-Manville Automobile Accessories

Arnold Electric Vaporizer	Arnold Electric Heating Plugs
G-P Muffler Cut-Out	J-M Fire Extinguisher
"Noark" Enclosed Fuses	

J-M Mobilite Electric Lamps

J-M Dry Batteries

The most efficient and lasting batteries for all ignition purposes. Sold with the guarantee that should they not prove entirely satisfactory, we will replace same with new batteries without cost, or refund purchase price, including transportation charges. Made in two shapes, round and square.

Write nearest Branch for booklets

H·W·JOHNS-MANVILLE CO·

Akron
Albany
Atlanta
Baltimore
Birmingham
Boston
Buffalo
Charlotte
Chicago
Cincinnati
Cleveland
Columbus
Dallas
Dayton
Denver
Detroit
Duluth
Galveston
Houghton
Houston
Indianapolis
Kansas City
Los Angeles
Louisville
Memphis
Milwaukee
Minneapolis
Newark, N. J.
New Orleans
New York
Omaha
Philadelphia
Pittsburgh
Portland, Ore.
Rochester
St. Louis
St. Paul
Salt Lake City
San Francisco
Seattle
Syracuse
Toledo
Washington
Wilkes-Barre
Youngstown

THE CANADIAN H. W. JOHNS-MANVILLE COMPANY, Ltd., Toronto, Montreal, Winnipeg, Vancouver

2357

PERSONAL GLIMPSES

(*Continued from page* 853)

We must pass over the scenes that arose in the Simpson-Crawford and Fourteenth Street stores when the tearful salesgirls, the clerks, and the other depositors of Mr. Siegel learned that their hoard of savings had been swept away. We pass over this so that we may review the interesting career of a "merchant-prince."

Henry Siegel is a native of Germany, born at Eubigheim on March 17, 1852. He was the son of Lazarus Siegel and Zerlina Kock, and narrowly missed being the "seventh son" in a family of ten. Lazarus Siegel was a farmer and a burgomaster of the city where he lived. It was his fortune to have all his sons emigrate to America.

B. Siegel arrived here sixty years ago. One by one his brothers joined him, until Henry, the last to try his fortune in America, set foot on these shores on July 12, 1867.

Henry Siegel did not stay in New York, but within a week was in Washington working in a clothing store on the modest salary of $3.50 a week. Like all those who are compelled to hew out their future by their own strength alone, he found out very early that to succeed the most necessary attributes are industry, honesty, and thrift, to begin with, and after these, knowledge. His own brief schooling did not content him. He doubtless knew even then that, to make others believe in him as it was necessary for his success that they should believe, he must know more and see farther than they. The writer proceeds:

> He realized that banks are created and made profitable only by means of an education, and when he was not engaged in bargaining with customers who desired trousers and derby hats, he was studying to good advantage in the night-school. At the end of four years he had attained an education and a salary of $15 a week. He had been occupied almost continuously. He was making the most of his knowledge. With a good foundation for the work in which he has since been engaged he left Washington to become an employee in his brother's store at Parkersburg, Pennsylvania, from which the two brothers migrated to Lawrenceburg as partners in the concern of "Siegel Brothers." Some years later they sold out and all went to Chicago in 1876. Another "Siegel Brothers" was established in that city, a store that became identified with Chicago's commercial life.
>
> They prospered and ventured again. The firm of Siegel-Hartsfeld Company, manufacturers of ladies' cloaks, grew year by year to large proportions and did a thriving trade. Henry Siegel went on the road, not as "drummer" or "salesman," but as "traveling representative" for this firm. He traveled for eight years, covered thousands of miles of territory, and made the cloak concern known to merchants throughout the country.
>
> Henry Siegel was an observant man. He visited hundreds of department stores, and had a quick eye to note their defects and their good points. After ten years he sold out his interest in Siegel, Hartsfeld & Co. to found the firm of Siegel-Cooper Company in Peoria, Ill. The success of this firm is amazing and its history is famous. More and more customers were attracted to it, until a destructive fire caused it to move into larger quarters at Adams Street and Wabash Avenue.
>
> Then came the first "big store," the most costly store, up to that time, not only in Chicago, but in the world. It was considered an emblem of Chicago's progress. It was a forerunner of the even bigger store in New York City (now under a different management) that caused the Manhattanite of the 90's to gape with wonder, and the phrase of "Meet me at the fountain" to become a part of metropolitan life. Customers reveled in the Chicago emporium and in the big store at Eighteenth Street. The splash of real water, the chirruping of real canary-birds, the aroma of real perfume, the screams of "Boy!" "Cash!" "Sadie!" etc., and the whirring of metal boxes on their wires struck a genuine thrill to the hearts of thousands of eager bargainers who thumbed the fabrics and bullied the clerks.

But the Monarch of Dry Goods was, apparently, not content merely to build up his own industry. The eminence of his rivals troubled him exceedingly, and he was not above adopting rather small measures to defeat them and lower their position in the opinion of the public. Characteristic of him was his flank attack upon the firm of R. H. Macy & Company. When their new store was completed, it was noticed that the building was not symmetrical and that the cause of this was a small building, very cheap and gaudy in appearance, perched upon one corner of the square that Macy's should have covered completely. For this small site there was no selling-price. The trivial little building that stood on it was, in reality, priceless, and is so still. We read on:

> This stands, they say, because the corner was bought by Henry Siegel to prevent Macy from obtaining it. The story runs that members of Macy's had offered $150,000 for the corner. Siegel, to best Macy's, sent a buyer to the docks to meet the original owner of the corner, who was returning from Europe. As the astonished property-holder set foot on the pier the emissary of Siegel amazed him with a $350,000 bid. It was accepted, so to say, with scant hesitation, "cash" being the only stipulation. "Cash" was forthcoming from Chicago. It was forwarded in boxes from that city.
>
> The Fourteenth Street Store was established. The private bank of Henry Siegel Company was established. The Siegel Stores Corporation was established. The firm of Henry Siegel Company, wholesale, was established.
>
> The money of the depositors at the bank was used to grease the cog-wheels of the commercial threshing-machine that was already too intricate for success. Preferred and common stock of the Siegel Stores Corporation was sold to employees within the last four years, when the system was already near its end. The "sick-benefit" fund of the Fourteenth Street Store, amounting to about $1,800, collected from the ten-cent contribution of shop girls, errand-boys, and the like, was swept into the vortex. Mr.

Cleans as it Polishes

adds new life to varnish and gives a hard, dry, glass-like lustre. So hard and so dry that it does not get gummy or sticky or collect dust.

O-Cedar Polish is different from polishes which cover up dust and dirt, for as you use it with water (the O-Cedar Way) all dust and dirt are removed.

O-Cedar Polish

should be used on all furniture and wood work where a high lustre is desired. Your polish mop should be renewed with O-Cedar Polish.

25c to $3.00 Sizes

at all grocery, drug, hardware and department stores.

Sold on Trial

with the distinct understanding your money returned if you are not delighted with O-Cedar.

Channell Chemical Co.,
Chicago

Channell Chemical Co.,
Limited
Toronto, Can.

Use O-Cedar Polish
The O-Cedar Polish Way
Wet a piece of cloth in water
Wring it dry
Pour on O-Cedar Polish.
Go over the surface
Polish with a dry cloth
A hard, dry lustre, not gummy or sticky, bringing out the beauty of the grain.
O-Cedar Polish
The Varnish Food
Channell Chemical Co.

The "SANITARY" ERASER

Handy—Practical—Economical—Always Covered

TO RELEASE RUBBER PRESS HERE
FREDERICK'S PAT. ADJUSTABLE SANITARY ERASER
PAT. AUG. 17, 09
2/3 SIZE

THE SANITARY ERASER receives at its open end a strip of rubber 1/8 inch thick, of a width and length that of the holder. By slight pressure of the loop end, clean rubber is fed down until used; its narrow edge allows a letter or line to be erased without injuring another.

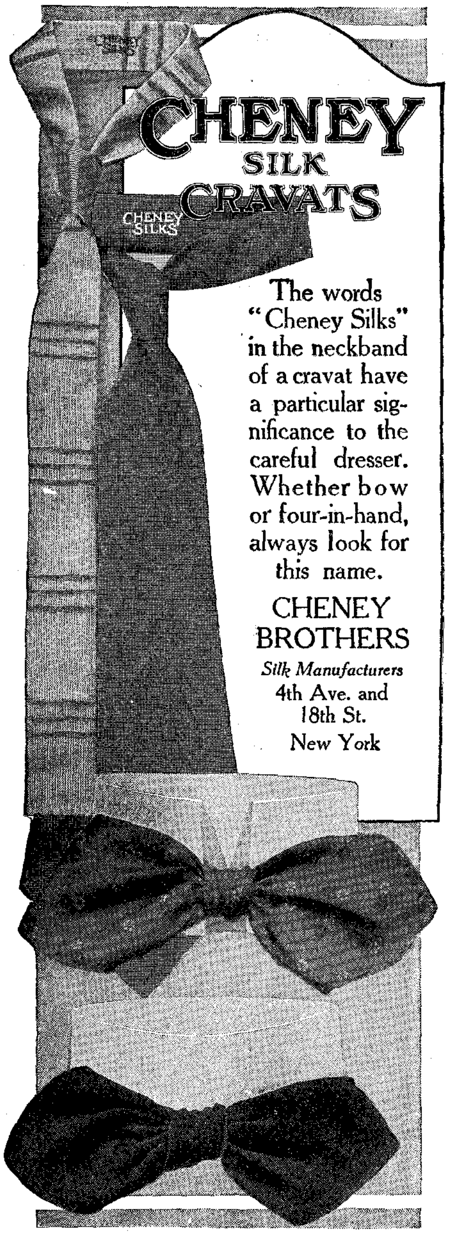
Two rubbers of best quality are made: one for typewriter and ink, one for pencil. *Handsomely Finished; Easy to Operate and "They Always Work."* EVERYBODY should have this NEW ERASER, **Price 10c.** Refills, Typewriter and ink, or Pencil, 5c each. *Your Stationer.*

When ordering by mail, state whether Typewriter and ink, or Pencil; enclose 2c extra for postage.

Booklet of our 3 "O. K." Office Necessities Free.

O.K. TRADE MARK REG. U.S. PAT. OFFICE

The O. K. Mfg. Co., Syracuse, N. Y., U.S.A.

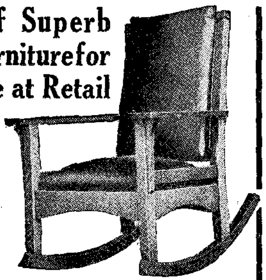


CHENEY
SILK
CRAVATS

The words "Cheney Silks" in the neckband of a cravat have a particular significance to the careful dresser. Whether bow or four-in-hand, always look for this name.

CHENEY BROTHERS
Silk Manufacturers
4th Ave. and
18th St.
New York

Two Pieces of Superb Master-Built Furniture for the Price of One at Retail



Because we turn the raw materials into finished furniture and sell direct. You save Dealers' and Jobbers' big profits,—we originated our sectional method which saves ¾ the packing costs, ⅝ the freight and ½ the factory floor and storing space usually required. Save ½ your furniture bills by buying direct. *Home*, office or club furniture. Money *back guarantee*. Write for big book.

ROCKER No. 23
Retailers' Price $18.00
OUR FACTORY PRICE $9.75

Height 36 ins. Width 30 ins. Depth 24 ins. Price includes cushions and back pillow covered with Marokene Leather. Shipping weight 100 pounds.

Shipped in Sections--Easily Assembled

LIBRARY TABLE No. 308
Retail Price $25.00
OUR FACTORY PRICE $11.50

Height 30 ins. Width 28 ins. Length 43 ins. Top 1 inch thick. Legs 2½ ins. square. Shipping weight 140 pounds. Write for Big Book.

SEND FOR BIG FREE BOOK
SHOWING FURNITURE FOR
EVERY ROOM IN HOUSE

BROOKS MFG. CO.
1804 Rust Ave.
Saginaw, Mich.

Largest Plant of Its Kind in the World, Originators of Sectional Furniture.

Siegel believed he had a right to it. It was "his" money.

Perhaps the most striking case in the number of ruined depositors—temporarily ruined, if not permanently—is that of August Albert, seventy-six years old, whose savings, amounting to $20,000, with those of his family, were swept away in the crash, leaving him almost penniless in his old age, with a wife and daughter to support. A letter that Albert is said to have shown is illuminating in regard to the methods employed by Siegel in selling stocks at a time when his stores were losing money. It bore the Simpson-Crawford letterhead and was dated June 18, 1909.

Among other things was the statement:

"The net profits for the last five years of the Siegel-Cooper Company, Chicago, and Simpson-Crawford Company, New York, alone were $3,307,253, being an average profit for the last five years, each year, of $661,500.

"It is confidently estimated that the profit of the three stores for the next five years will average each year over $1,200,000."

Declaring that 7 per cent. would have been paid by the Siegel Stores Corporation on the basis of the average net profits of those five years, the letter continues:

"In order to bind still closer to Simpson-Crawford Company some of its old leading customers, it has been decided to allow them to subscribe for a limited amount of this new preferred stock at $105 per share. No common stock is offered for sale.

"Leading employees and others associated with the various stores have already subscribed for the issue so largely that the amount which we can offer to patrons is limited."

This letter was personally signed by Henry Siegel.

Mr. Siegel began purchasing palaces. One was at Eighty-second Street and Park Avenue, another at Mamaroneck, and another in Park Lane, London. Mr. Siegel's wife, daughter, and stepdaughters gave lavish entertainments. Georgine Wilde married a brother of Prince Luigi de Frasso Dentice; Julie Siegel married Tyrell William Cavendish, a relative of the Duke of Devonshire.

Four years ago Mr. and Mrs. Siegel separated. Since that time up to the present crash Mr. Siegel has paid the present Mrs. Siegel $25,000 alimony a year. The fact that his present circumstances have stopt this payment is said by him to be "the one bright feature in all this trouble."

One of the most aggravating things in life that one is meeting constantly is the failure of nearly all villains to look their part off the stage. Henry Siegel is no exception to this rule. This man who has reduced a great career to ignominy is by no means the monster that many have considered him. However frightful may be the results of his folly, there was never anything affrighting in his personality. Indeed, one who interviewed Mr. Siegel in his prosperity discovered quite the contrary to be true. To quote:

"On the fourth floor of the Simpson-Crawford Store," wrote W. A. Lewis in the New York *Daily News*, a paper that was purchased by Frank Munsey, "on the southerly side, in a spacious private office, I found seated at a roll-top desk, in a coat-off, sleeve-up working attire, a mighty busy man on a mighty hot day, the modest, democratic, direct individual, Henry Siegel.

"As a conversing example, he is so unselfish that it is up to you to do most of the talking. A healthy whiteness is on his full cheeks and his semibald head indicates no propensity to irritation or excitability. Some trifling hints of gray are getting into hair and mustache; but no lines in the face and not the slightest diminution in the wide-open steadiness and searchfulness of a pair of wondrously big and trained brown eyes.

"In his Eighty-second Street home Mr. Siegel has paintings, busts, statuettes, bas-reliefs, medallions, etchings, drawings—exclusively Napoleonic. He is a Napoleonic student and authority. So far as being a worshiper of the genius that taught the world how to do things, he is a Napoleonic disciple. He has everything in covers that has been written of the great Corsican, and knows his life-history as the boy knows his alphabet. This is not a maudlin, imitative devotion. It is an appreciation having its origin in the studiable and copyable endowments of one who was born for this very result among a number of other destinies—to be a pattern to be patterned after.

". . . Naturally this man isn't through with the doing of things. Why should he be?"

The irony of the last remark is most poignant just now.

LONDON'S TINIEST COURT

DICK WHITTINGTON never became Lord Mayor of London, we all know, till he made his fortune, for it's no job for a poor man. The gold lace required for the office, it is estimated, would reach into incredible figures, and the dignity of it all would sink a ship. Foreign princes, potentates, and plenipotentiaries are dazzled by the Lord Mayor's magnificent banquets, and, taking it all around, it is one grand burst of glory and expense. But the position has one drawback, a duty that is a frightful bore, you know, but one that can't be dodged. For the Lord Mayor is judge of the Mansion House Police Court, where those are tried every morning who have been arrested in the City proper. Here the attributes of solemn and imposing dignity vanish. The glamour that the foreigner has created in his own mind about the title of Lord Mayor, reminiscent of Dick Whittington and other characters of fact and fable, fades quite away. Here is a plain human being, a little grumpy at being disturbed so early in the morning, greatly bored at this daily task so foreign to his other offices, and quite English through it all. Mr. George Henry Payne tells in the New York *Evening Post's Saturday Magazine* how he came to catch a rare glimpse of

(*Continued on page* 858)

How to Be Well and Strong Without Diet, Exercise or Appliances

We have known for years what it is that has control of every function of the body, but undue consideration of individual weaknesses and diseases has so blinded us that we have totally neglected that which is greater than all else—that upon which the health of every organ and consequently our health depends.

HAVE you ever stopped to consider just what it is that keeps that most wonderfully delicate and intricate piece of mechanism—your body—working in harmony? If you have not, you should become acquainted without delay with the fact that it is your nerves.

Your nerves regulate and govern absolutely every process that goes on within you. Sever the nerves leading to the eye and not only would you be unable to move the eye but your sight would be gone forever. Your nerves regulate the beating of your heart, one set making it beat and another keeping it from racing too fast. You breathe unconsciously, your digestion proceeds without your having to think of it at all. The glands create and distribute their secretions, all at the bidding of your nerves.

It has been definitely established that more than 99% of all humanity, past their majority, are deficient from a standpoint of nerve strength and, therefore, are deficient in nervous energy.

Nearly all functional weaknesses and disorders can be directly traced to weak nerves and depleted vitality.

You have never seen a man of achievements in athletics, in business or any profession who did not have a highly developed and powerful nervous system. Did he not possess this he could not be healthy, nor would he have the vitality to push his work through to success.

Thomas Powell, M.D., a member of "The American Association for the Advancement of Science" and a scientist of note, says: "The history of every human being, healthy or unhealthy, is written in terms of energy. The history of the normal man finds expression in terms indicative of the possession of the vital energies—namely, vim, vigor, vitality, vivacity, versatility, mentality, ingenuity, pugnacity, strength, endurance, animal heat, muscular power and nervous energy. The history of the abnormal man is written in terms expressive of a loss of the vital energies and properties—namely, languor, lassitude, debility, idiocy, imbecility, senility, insanity, mental aberration, prostration, exhaustion and death."

Napoleon said "No man can win in the battle of life who has not Courage and Persistency. These are impossible where Energy is lacking, hence Energy is the indispensable quality of great Success."

No greater truth than this was ever uttered. Were it possible to chronicle all the failures, not due to a lack of brains but to a lack of physical vitality, which is now recognized as as an illness in itself, there would be a list so long as to appall the world.

Every great man of history—every highly successful man of the day—is possessed of more than an average amount of energy. Some have been gifted with this wonderful quality, as were Lincoln, Napoleon, Rockefeller, Morgan and others; and some developed it as did Gladstone and Roosevelt."

Not one of these men, as they admit themselves, could ever have attained the position they occupy were it not for this factor.

Big muscles unless accompanied by powerful nerves are as useless as a trolley car without electricity. If your nerves are weak, your every organ will be weak in exact proportion. If you are troubled with indigestion, constipation, a weak heart, weak kidneys, a torpid liver or any of the functional ills that flesh is heir to, you should look immediately to your nerves. For unless your vital organs are receiving their due share of nervous energy, they cannot possibly do their work. Advanced thinkers in the medical world as well as those who do not use drugs, have sought in vain for some direct method for the strengthening of the nerves.

Exercise, Osteopathy, Deep Breathing, Chiropractic, Hydrotherapy, Electricity and other methods without end have been advanced at one time or another, as offering an ideal means for the building of vitality or rather nervous energy which is what vitality really means.

Many of these have much to commend them, but not one can benefit the nerves except in a most roundabout and uncertain way.

It has remained for me to discover a method for direct nerve stimulation. By my methods I can build and create a degree of energy that you can actually feel course through your body within a few minutes, unless you are horribly run down, and even then it can be developed within a very short time.

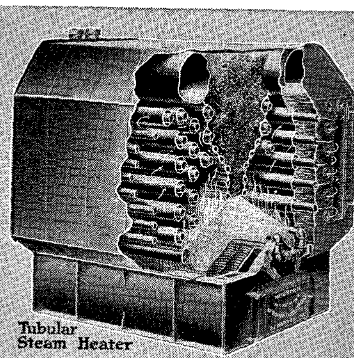
By this method I am enabling people to absolutely overcome functional weaknesses and disorders without resorting to tortuous exercise, drugs, repulsive diets, and in addition build for themselves a degree of energy that will be the determining factor in their success in life.

I tell all about this discovery in my book, "Building Energy." I have agreed to send a copy to anyone who will write me, enclosing 25c. for the book in stamps or coin.

Every man and woman in America should read this work, and every man, woman and child should follow its precepts.

This country is coming to be known as a country of neurasthenics. You should not be one of those who are slaves to their nerves. Develop them so that you may enjoy the health and the worldly success that is your birthright.

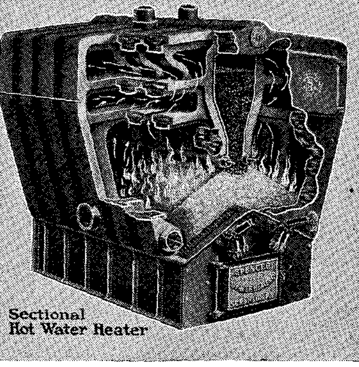
Robert Duncan, 901A Metropolitan Building, New York City



Coal Bills Cut 30% to 50%

Coaling But Once a Day

Heat 10 Hours Without Attention



Spencer
Steam, Vapor and Hot Water
Heaters

We can prove by the experience of thousands of owners that the Spencer Heater cuts coal bills *One-third* to *One-half*.

It successfully burns the cheap sizes of hard coal (such as Pea and No. 1 Buckwheat) pea-coke or coke-screenings, as well as non-coking bituminous, and semi-anthracite coals, lignites, etc.

A water-jacketed magazine holds a 12 to 24-hour coal supply, and feeds automatically on raised grates. This insures even depth of fire and perfect combustion.

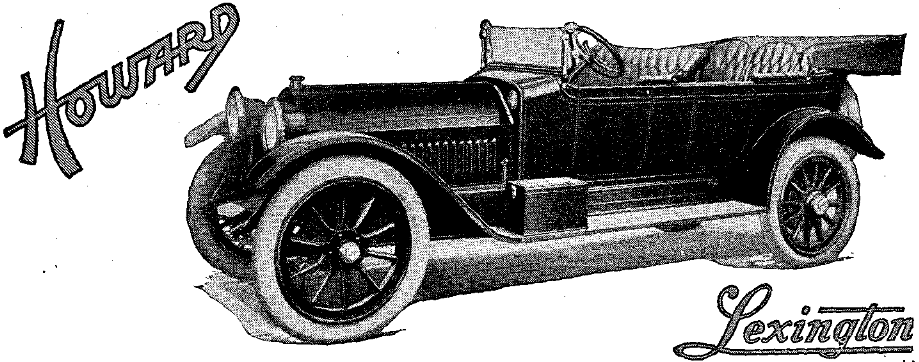
A Spencer Heater ordinarily requires coaling but once a day in average winter weather, and never more than twice. It will positively maintain heat for from 10 to 12 hours without attention. This feature puts the "Spencer" in a class by itself, as it relieves the "women folks" of heater care in residences, and is invaluable in flats, apartments, greenhouses, etc., because it maintains heat all night without attention.

In justice to yourself, investigate the merits of the "Spencer" NOW. Ask the man who owns one. Consult your Architect and Heating Contractor before you decide this important question. Let us send you our complete catalog, also booklet giving the experiences of many "Spencer" owners.

SPENCER HEATER COMPANY
800 People's Nat'l Bank Bldg., Scranton, Pa.

Branch Offices—New York City, 501 Fifth Ave., Cor. 42nd St.; Chicago, 187 N. Dearborn St.; Philadelphia, Morris Bldg.; Boston, 79 Milk St.; St. Louis, 1407 Olive St.: Detroit, Ford Bldg.; Buffalo, 1377 Main St.; Minneapolis, Plymouth Bldg.; Denver, 523 Seventeenth St.: Des Moines, Observatory Bldg.; Seattle, Wash., 402 Mutual Life Bldg.; Spokane, Wash., Old National Bank Bldg.

Canadian Sales Representatives—The Waldon Co.: Winnipeg, 92 Princess St.; Toronto, Lumsden Bldg.



YOU'LL sell yourself a Lexington "Four" at $1335 or a Howard "Six" at $2375 if you start out to learn what kind of men make these cars. There is no better car, nor any better organization for making cars, than you'll find when you investigate the Lexington-Howard Company.

4 CYLINDER
$1335

Perhaps it might be well for you to get acquainted with a concern that is built along these somewhat unusual lines; you've tried the others, suppose you ask us for a little more information on these remarkable cars.

6 CYLINDER
$2375

THE LEXINGTON-HOWARD COMPANY, 124 MAIN STREET
CONNERSVILLE, IND.

PERSONAL GLIMPSES

(*Continued from page* 856)

this dignitary as police-court judge in the following way:

> A courteous note from Sir William Soulsby, who has been private secretary to over thirty successive Lord Mayors, had informed me that his Lordship would see me at the Mansion House.
>
> Whether the taxicab-driver was a good judge of human character I do not know, but he drove me to a side entrance and, this being my first visit, I descended and started to go in—with the other prisoners. An imposing-looking official, observing my look of perturbation, leaned over and offered a kindly ear. I confided to him that I had an appointment with the Lord Mayor.
>
> "First on the right, sir," he said, which is London's succinct way of giving directions.
>
> The "first on the right" was the Lord Mayor's private entrance. A six-foot-two footman opened the door; and the difference between the entrance here, that to the Lord Mayor's private apartment, and the entrance around the corner to his court-room was the difference between Essex Market Police Court and the Metropolitan Club.
>
> "His Lordship is wyting," said the tall footman severely when I gave him my card. You see, getting off wrong and starting in with the prisoners had taken up some time.
>
> "Very good of him, I'm sure," I replied, but what really interested me was the footman's clothes. I had read in the papers that when Sir Thomas took office, one of the great expenses of his new dignity was the provision of new uniforms for all the servants attached to the Mansion House. In fact, the footman's clothes were new.
>
> Sir Thomas, a tall, well-built, good-looking man of fifty, was already in his robes and ready to go to the police court across the hall when I was ushered to his office.
>
> "I say," he observed, "you're a bit late, aren't you?"
>
> I murmured confused apologies—blamed the taxi-driver.
>
> "But you've kept me waiting twenty minutes, you know," his Lordship insisted.
>
> "The fact is," said I, "they mistook me for one of your Lordship's invited guests. They got me mixed with the prisoners and I almost went in there."
>
> "Haw, haw!" said Sir Thomas. "Fancy. Well, you may go in there now. I'm due to hold court. How'd you like to watch me do it?"
>
> I indicated that I was entirely at his service. The Lord Mayor called one of the six-foot attendants—his uniform also was new—and directed him to take me around and place me on the lawyers' bench.
>
> The court-room in the Mansion House is about the size of a parlor in a Harlem flat. There are, apparently, no seats for visitors, altho there are two benches for lawyers and a small place where a dozen or more people can stand while they are waiting to be called as witnesses. Almost any one in the room could reach out and touch his Lordship—except for the fact that he sits high up near the ceiling under a coat of arms of the city of London, with a sword over his head and his robe drawn closely around his neck—really an impressive figure in the smallest court-room I have ever seen.
>
> There were seven cases on the docket this particular morning. Every one was for stealing food or clothing. One man had purloined a ham, another had laid violent

hands on a loaf of bread, but the star case was that of a man who had stolen some butter. When this prisoner was lifted up out of the hole in the floor, from which the prisoners were shot up like so many Jacks-in-the-box, the clerk of the court whispered to his Lordship (the whisper, of course, could be heard by every one in the court) that this same man had been convicted less than a year ago for stealing butter and had then been duly sentenced to jail. He answered to the name of Smithkins.

"I say," said his Lordship, addressing the culprit, "why do you always steal butter?"

The prisoner looked at the Mayor and blinked. "Yes, your Lordship," he stammered.

"You have been sent to jail before for stealing butter, haven't you?" persisted Sir Thomas.

Again the prisoner blinked as if he were looking at the headlight of an engine. "Yes, your Lordship," he said.

"And now you are arrested again for stealing butter."

Still the culprit blinked. "Yes, your Lordship," he repeated. With a stalwart Bobbie on each side of him, there was no dodging the fact. Sir Thomas went on:

"Now I say, Smithkins, cawn't you stop stealing butter?" His Lordship seemed more and more perturbed over this peculiar form of iniquity.

Yet again the culprit blinked and repeated his formula, "Yes, your Lordship."

"I am going to send you away with hard labor for three weeks," proceeded Sir Thomas severely—the prisoner actually heaved a sigh of relief as if he had expected a sentence of death—"but" (and here Sir Thomas paused, and again the man turned pale) "when you come out I want you to stop stealing butter."

The prisoner sank through the floor. One felt that hereafter, whatever else he did contrary to the law for the protection of private property, he would never steal butter.

MORE LIGHT ON VILLA

EARLY impressions of the Mexican conflict were somewhat in line with the ancient ballad of "Abdullah Bulbul Ameer," in which the combatants—

> ". . . fought till they bust (for they felt that they must),
> And heads, legs, and arms filled the air . . . . . . "

Of late, however, we have learned to distinguish some of the details and to know more intimately those leaders who are responsible for the bewilderingly rapid sequence of events. The most striking of these figures is undoubtedly that of Villa,—"Pancho the tiger," "the Bandit," the avenger of Madero, and, if we are to credit his own statement, the one patriot in Mexico who does not want to be President. The question "Who is Villa?" says the New York *Herald*, is one that any man in Mexico could answer in an instant.

"Who is Villa?" is the question that has been on the lips of thousands since the stories of his remarkable series of triumphs against the battle-worn regiments of

(*Continued on page* 861)

Fenestra
SOLID STEEL WINDOWS
LOZIER

Albert Kahn, Architect, Detroit *A. Bentley & Sons, Contractors, Toledo*
Power House, Lozier Motor Co., Detroit, Mich.

COMMERCIAL conquest begins in overalls. Look to the health and efficiency of the humblest worker in your plant, for profit hangs on *multiplied output*

An installation of Fenestra Solid Steel Windows is the greatest known factor for increased production. The doubled light and ventilation mean spurred efficiency, accidents prevented and blunders avoided.

Insurance Against Fire—Wind—Time

From the standpoint of Insurance alone, Fenestra is a big commercial as well as humanitarian gain.

Their fire-resistance has been proved against frightful odds; they withstand a wind-velocity of 100 miles an hour, *hurricane* pressure, and they will *last as long as the walls.*

Even in price Fenestra successfully competes with wood sash, and the *first* cost is the *last*. We can prove this if you will let us plan for you. Write for catalogue.

Detroit Steel Products Company
Dept. 41, Detroit, Mich.

Makers of Fenestra Solid Steel Windows, Detroit Springs, Harvey Friction Spring Gear, D. S. P. Drop Forgings, etc.

Save Money—Build the Lewis Easy Built Way

LEWIS EASY-BUILT HOMES

You can cut a big slice off your building bill. You can put into your own pocket the profits of the middleman, the dealer and the jobber by building the Lewis way. Lewis homes are shipped direct from the mills all ready to erect. The planning and designing, the worry and work of figuring is lifted from your shoulders. The Lewis Easy-Built way means better homes at low cost.

$248.00 and up Lewis Easy-Built Homes come in many sizes, styles and prices. Small, inexpensive cottages, cozy, attractive bungalows and larger homes, each one a masterpiece of design and construction. Lewis Homes are carefully planned and laid out by skilled designers—men with a lifetime knowledge of the business.

Shipped complete direct to you. Easy-Built Homes are made of the best grades of lumber. Lewis specifications include all lumber, millwork, hardware, paints and plaster—all sawed and worked to fit, ready to put up. Complete working plans come with each home.

Send for Plan Book If you are going to build send for the Lewis Easy-Built Book. It shows you every kink of the building game. It tells you how to build better and for less money. Get this valuable book. Every home-builder should have it. A postage stamp will save you many dollars. Send for it today.

Lewis Manufacturing Co., 1017 Lafayette Ave., Bay City, Mich.

Get the Lewis Price on this attractive semi-Bugalow. Seven rooms and bath.

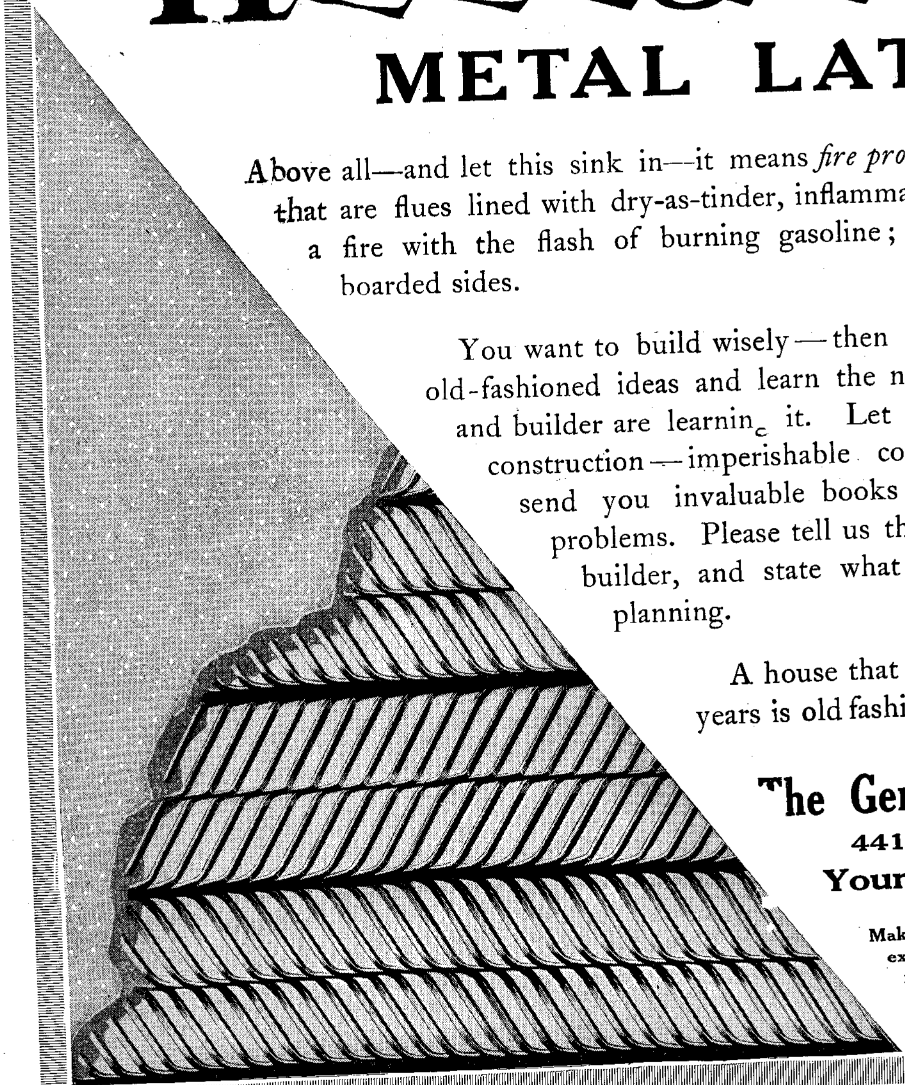
Build with Your Eyes Open

This is what Herringbone Lath means to you, the prospective builder.

It means that at last you can build, almost as cheaply as with wood, an imperishable stucco house with walls that will never need painting or repairs.

It means that plastered partitions and ceilings will never fall, crack nor discolor—no ruined wall paper and decorations.

Herringbone
METAL LATH



Above all—and let this sink in—it means *fire protection.* No more partitions that are flues lined with dry-as-tinder, inflammable wooden laths which spread a fire with the flash of burning gasoline; no more shingled and clap-boarded sides.

You want to build wisely—then you have got to forget a lot of old-fashioned ideas and learn the new way, just as your architect and builder are learning it. Let us tell you all about fireproof construction—imperishable construction. We will gladly send you invaluable books and advice concerning special problems. Please tell us the names of your architect and builder, and state what kind of a building you are planning.

A house that will be old fashioned in twenty years is old fashioned now.

The General Fireproofing Co.
4411 Logan Ave.
Youngstown, Ohio

Makers of Self-Sentering, the expanded metal that makes reinforced concrete without forms.

Trade Mark

PERSONAL GLIMPSES

(*Continued from page* 859)

Victoriano Huerta's generals began to sing over the wires to the North.

It is a question that any Mexican can easily answer. For fifteen years he has been a man-killer, a bank-robber, a bandit, a soldier of fortune, and the deadliest foe of the Government rurale.

No man in any of Mexico's countless rebellions and revolts has gone through a more complete change of circumstances than has Pancho Villa in the last five months, and to few men has there ever been given a more kaleidoscopic career in a lifetime than this desperado-diplomatist has jammed into it in the last five years of his existence.

Escaping from United States border patrols and Mexican Federal infantry and cavalry last March, Villa took the field with a single horse which had been "borrowed," two sacks of flour, and nine men. Last month he returned with upward of ten thousand followers, mostly well armed, quick-moving cavalrymen, thirty-eight large field pieces, fifty rapid-fire machine-guns, a train-load of ammunition, other train-loads of supplies for his troops, and more than $5,000,000 in Mexican money. He controls the State of Chihuahua, the wealthy cotton and irrigation country in the Laguna district of Coahuila and the mines of Durango State, the most valuable in the whole Republic of Mexico. He has taken from the Huerta Government and holds to-day 100,000 square miles of territory.

More remarkable, continues this article, is Villa's success when it is remembered that he had almost no ammunition nor artillery of his own, but took them as he could from the far stronger forces arrayed against him. "Sometimes guns were so scarce my men quarreled among themselves as to who should fight with them." And yet there was a quality of strength in this very poverty. All his men knew that they must conquer or starve, and always there was the strong cohesive power of loot to be gained that led them on to fresh conquests. As leader of such a band, for whom greed spelled loyalty; as conqueror of treacherous and brutal opponents, Villa has had little opportunity of having his better qualities overrated. His name, like those of other Mexican leaders, has come, in this country, to be synonymous with atrocity. For this reason it is difficult to judge accurately of the man himself. Do we wish him to succeed? What is he aiming for? What sort of a man is he, and how does he differ from his opponents? In the Pittsburg *Dispatch* Mr. A. Alexander Powell gives as answer to these questions an account of a personal interview with the rebel leader in the city of Juarez, after it was captured and looted by Villa and his band. Says Mr. Powell:

In the outskirts of Juarez, where the poorer classes exist in wretched hovels of sun-baked clay, and where, after the fighting was over, the dead lay the thickest, the streets are as silent and deserted as those of Pompeii. It gave me the feeling of riding through a deserted city, for in many blocks I did not see a human face or hear a human voice. Refuse of every kind littered the unpaved streets and smelled to heaven; a dead dog here, the decaying carcass of a mule around the corner, and over them swarms of buzzing flies. There is scarcely a house wall in the place that is not pitted with bullets; in some of them there are apertures the size of a grand piano, such is the dreadful havoc caused by fighting at close range.

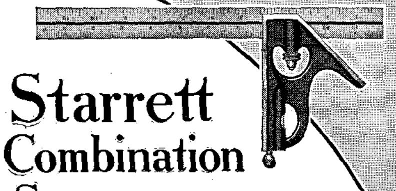
The residences of the more conspicuous Huerta sympathizers have been seized and converted into military bureaus and barracks and hospitals by the rebels. It was in such a house that I found Villa—"Pancho" Villa (pronounced, not as tho you were starting to say "villain," but as tho it were spelled "vee-yah"), less than a year ago a hunted outlaw with a price on his head, but now, if you please, Gen. Francisco Villa, commander-in-chief of all the Constitutionalist forces in the field.

It was not easy to gain access to him, for he had just arrived from the South to confer with General Carranza, and, incidentally, to undergo a peculiarly painful nasal operation. He was not only a sick man, but a very busy man, for a hundred men of greater or less importance in the Mexican world begged anxiously for a word with him. But he knew of me as a friend of Madero, and he sent word that he would like to talk with me if I would wait.

Of course I would wait. The scene amid which I found myself was in itself sufficiently enthralling to keep me interested. In the dusty street in front of the General's headquarters stood a score of ill-groomed cavalry horses, noses to the ground, reins trailing, looking even smaller than they were beneath their enormous saddles. Without the gate a moving-picture operator had set up his instrument and waited, hand on crank, for the interesting, the curious, or the dramatic to happen. In the little patch of grassless garden a raucous-voiced sergeant, whose tasseled yellow chevrons stamped him as a Federal deserter, barked shrill orders at a batch of awkward, frightened recruits. On each side of the doorway lounged a sentry, with a serape wrapt about him, leaning carelessly upon his rifle.

The barren hallway peculiar to Mexican houses of the better class was crowded to suffocation with as motley and interesting a crowd as I have ever seen within the walls of a single room; haciendos from the interior, who had ridden in to offer Villa their fealty in the hope of safeguarding their possessions; representatives of concerns which deal in weapons, in ammunition, in explosives, in uniforms, in aeroplanes; smug-faced, frock-coated bankers from El Paso, sent for in the vain hope that they would float a rebel loan; professional fighting men from many lands who had come to offer their swords and their services in return for lucrative commissions in the rebel army; newspaper correspondents, members of the Constitutional junta —well-drest, distinguished-looking men who had been Ambassadors and Cabinet Ministers and Governors under the ill-fated Madero, and who hoped to be Ambassadors and Ministers and Governors again.

"See that thin, hatchet-faced fellow with the high boots and the Hebrew nose?" said a newspaper man who sat beside me. "He's one of the few Americans in the rebel service. He was formerly in an American cavalry regiment and served in the Cuban and Philippine campaigns, but now he's in



Starrett Combination Square

HERE'S a tool that every mechanic and every man who works about his home should have.

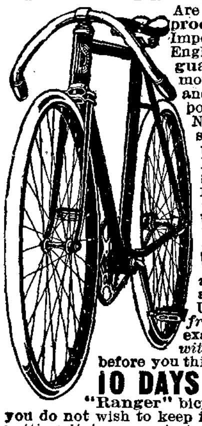
It's a try-square with a ***sliding*** head which may be fastened at any point on the grooved scale which serves as the blade. In the head is a spirit level and one face is at an angle of 45 degrees so that this tool may be used as a rule, square, level, bevel, depth gage, and marking gage. In addition it may be purchased with protractor head and center gage for fine work.

Ask your hardware dealer to show you this and other Starrett Tools. Send to us for our new, free, 320-page catalog No. 20 S. C. showing 2100 styles and sizes of tools, with prices. 42-318

The L.S.Starrett Co.
World's Greatest Toolmakers
Athol, Mass.

BY INVITATION MEMBER OF
NEW YORK U.S.A.

"RANGER" BICYCLES



Are equipped with **puncture-proof** tires, imported **roller chains**, Imported English flanged sprockets. English featherweight steel **mud guards**, imported Brampton pedals, motor style saddles, bars and grips, and other distinctive features possessed by no other bicycle. No effort or expense has been spared to make the **"Ranger"** the **World's Best Bicycle.** Improved factory methods and greatly increased output for 1914 enable us to make a *marvelous new price offer.* Something *very special* to the first purchasers of 1914 models in each town. Write us *today.*

WE SHIP ON APPROVAL *without a cent in advance,* to any person, anywhere in the United States, and *prepay the freight.* We only ask you to examine and try the **"Ranger"** *without a cent expense to yourself* before you think of buying any other bicycle.

10 DAYS FREE TRIAL is allowed on every **"Ranger"** bicycle. *Not a cent cost* to you if you do not wish to keep it after riding it for 10 days and putting it to every test. Our **"Ranger"** bicycles are of such high quality, handsome appearance and low price that we are willing to ship to you, *prepaid,* for your examination and trial, and leave it entirely to you whether you wish to keep it or not.

LOW FACTORY PRICES Our great output, perfected methods and machinery enable us to offer you direct from the factory the best bicycle ever produced at a price that will be a *revelation to you.* **Do not buy a** Bicycle or a pair of Tires until you receive our large complete catalog and learn our direct **factory price** and *remarkable special offer.*

SECOND-HAND BICYCLES—a limited number taken in trade by our Chicago retail stores will be closed out at once, at **$3 to $8 each.** Descriptive bargain list free.

RIDER AGENTS WANTED in every town and locality to ride and exhibit a sample 1914 **"Ranger"** bicycle furnished by us. In your spare time you can take many orders for our bicycles, tires and sundries. **Write at once** for our large Catalog and a remarkable *special proposition* we will make you on the first 1914 models going to your town.

TIRES, rear wheels with **coaster brake,** inner tubes, lamps, cyclometers, parts, repairs and everything in the bicycle line at **half usual prices. Do not wait**—write today for large catalog containing a great fund of interesting, useful bicycle information. It only costs a postal to get everything. **Write it now.**

MEAD CYCLE CO., Dept. C 172 CHICAGO

Western-Electric
Sturtevant

Washing With Air

There are two great natural cleansers—water and air. The modern housewife is now learning the possibilities of the second of these elements.

We have harnessed air—intensified its cleansing power—and now compel it to draw away every bit of dust, dirt and other accumulations from *under, in* and *around* carpets, curtains, walls, furniture, bookcases. Every room is cleaned, freshened, sweetened, *washed* by the steady suction of the

Western • Electric
Sturtevant
Vacuum Cleaner

Simple, powerful, permanent. No complicated mechanism to wear out or break. Light in weight. Cannot injure the article or surface cleaned. Costs only a few cents an hour to run. There are several sizes, both portable and stationary, intended to meet every need of home, apartment and hotel. Prices range from $47.50 to $400.

To know the possibilities of this cleaner and its adaptability to your home, write for a copy of our illustrated book, "The Clean Way to Clean." Ask for book 17-D. It will be sent free.

There is an opportunity for agents to represent us in some unoccupied territories.

WESTERN ELECTRIC COMPANY
Manufacturers of the 8,000,000 "Bell" Telephones

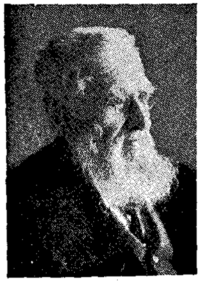
New York, Boston, Philadelphia, Buffalo, Richmond, Savannah, Atlanta, New Orleans, Chicago, Pittsburgh, Cleveland, Cincinnati, Indianapolis, St. Louis, Milwaukee, Kansas City, St. Paul, Minneapolis, Omaha, Houston, Dallas, Oklahoma City, San Francisco, Denver, Salt Lake City, Los Angeles, Oakland, Portland, Seattle

EQUIPMENT FOR EVERY ELECTRICAL NEED

Western-Electric
Sturtevant

His Latest—His LAST Book

JUST PUBLISHED Just before his recent death, Dr. Alfred Russel Wallace, the eminent scientist, author of "Darwinism," "Man's Place in the Universe," "Social Environment and Moral Progress," etc., sent to his publishers the manuscript for this new book "THE REVOLT OF DEMOCRACY" which must now take its place in history as the last published utterance of his towering intellect.


ALFRED RUSSEL WALLACE

The Revolt of Democracy

By Alfred Russel Wallace

The keynote of this new book, the successor to "Social Environment" and the last written by Dr. Wallace, is found in the words: "It is certain that we have now reached a point in our political history which will necessitate much more direct and radical measures than have yet been taken to secure the immediate abolition of that disgrace to our civilization—starvation and suicide from dread of starvation." The work is *white hot* with the zeal of the social reformer who, not content with uprooting long standing evils, suggests ways and means to erect a new temple of loveliness, of prosperity and of health.

Price $1.00 net; by mail $1.10

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York, N. Y.

Perpetual Carnations

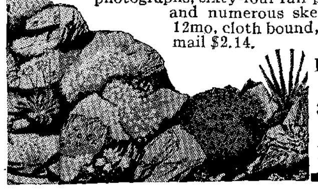
A new, beautifully illustrated, yet inexpensive book by an expert grower, giving full and practical instructions for cultivating Perpetual Carnations. *Cloth-bound, 75 cents net; by mail 81 cents.*

FUNK & WAGNALLS COMPANY, 354-60 Fourth Ave., New York

ROCK GARDENING For Amateurs By H. H. THOMAS

All about rock gardens, what they are, how cared for. Natural rock gardens, made rock gardens; an alphabetical list of all the best flowers for rock gardening with descriptive and cultural notes. A beautifully colored book of almost 300 pages, illustrated with 12 direct color photographs, sixty-four full-page half-tones and numerous sketches. Large 12mo, cloth bound, $2.00 net; by mail $2.14.

Funk & Wagnalls Company
354-360 Fourth Avenue
New York, N. Y.



charge of Villa's machine-gun section. He's a nervy chap, too. They say that he won't let his men begin firing until they can see the numerals on the Federals' caps."

"Who's the young man with the light hair and the pink cheeks, who looks like a Prussian officer?" I asked.

"He is a Prussian officer," was the answer. "That's Baron von der Goltz, a son of the German field marshal who trained the Turkish Army. I understand that he got leave from his regiment and came over to offer his services to the rebels, as much for the sake of seeing some fighting as anything else. But Villa doesn't want any foreigners in his ranks unless they have special knowledge of some sort—artillery or hospital work or railway transport. Still, there's a foreigner over there whom he trusts implicitly—the dark-faced fellow in the slouch hat standing by the door. That's young Garibaldi, the grandson of the liberator of Italy. He commanded the foreign legion, you remember, in the Madero revolution."

A pleasant-faced, well-groomed young fellow, one of the few whose clothes seemed to fit, bustled by amid a shower of greetings and inquiries.

"That's Raoul Madero," volunteered my informant, "the younger brother of the murdered President. He regards Villa as his brother's avenger, and serves him like a faithful dog."

Just then the door to Villa's cabinet opened and the man who had been pointed out to me in the lobby of the El Paso hotel as Felix Sommerfeld, late Chief of the Secret Police, caught my eye and beckoned.

"The General will see you now, Señor," he said, and motioned me within. Sitting on the edge of a disordered bed, clad in a neat uniform of olive drab with no single insignia of rank, was the master of northern Mexico, Francisco Villa. I had been told that for eighteen years he had been a brigand—and he looked the part. He sat humped over, with head drooping, in quite obvious pain, as the result of his recent operation. His bloodshot eyes and tousled hair would have led me, at first glance, to assume that he was just recovering from the effects of a prolonged debauch. As a matter of fact, however, he does not drink; his life has hung by a thread for too many years for him to imperil it for the sake of whisky.

Pancho Villa has been described variously: as "vicious-faced," brutish, repulsive, inhuman-appearing; as sly, reptilian, essentially cruel; as a "fox," a "wolf," a "tiger." It is somewhat of a relief to find him, for all his ferocity, not quite so animal-like as he has been represented. Mr. Powell describes his first impression of the man:

> He is stockily built and of medium height—not over five feet ten, I should guess—with the chest and shoulders of a prize-fighter and the most perfect bullet-shaped head I have ever seen. Receding from the back of the neck and from the jaw, it tapers upward in the most extraordinary fashion. His head is covered with black hair as crisp and curly as a negro's; his skin is the color of a well-smoked meerschaum; a small black mustache serves to mask a mouth which is cruel even when it is smiling. The most attractive feature of the face is the eyes, which are large and brilliant and

extraordinarily piercing. Indeed, they are really not eyes at all, but gimlets, which seem to bore into your very soul. After I had looked into them I began to understand the deadly fear in which his subordinates stand of him.

His methods in this particular had been strikingly illustrated only the day before. Villa had ridden over to the railway station to superintend the departure of a punitive expedition which he was rushing south to Madera to check the depredations of Maximo Castillo's bandits. Owing to some mishap to the engine, the train was late in starting. After taking a few angry turns up and down the station platform, Villa strode across to his chief of transport, and jerking loose his heavy automatic, shoved the muzzle of the weapon in that startled official's face.

"If that train isn't out of the station in five minutes," he snarled, "I'll blow your head off."

"But, General," expostulated the trembling official, "I'm not responsible for the delay. The engine's broken down."

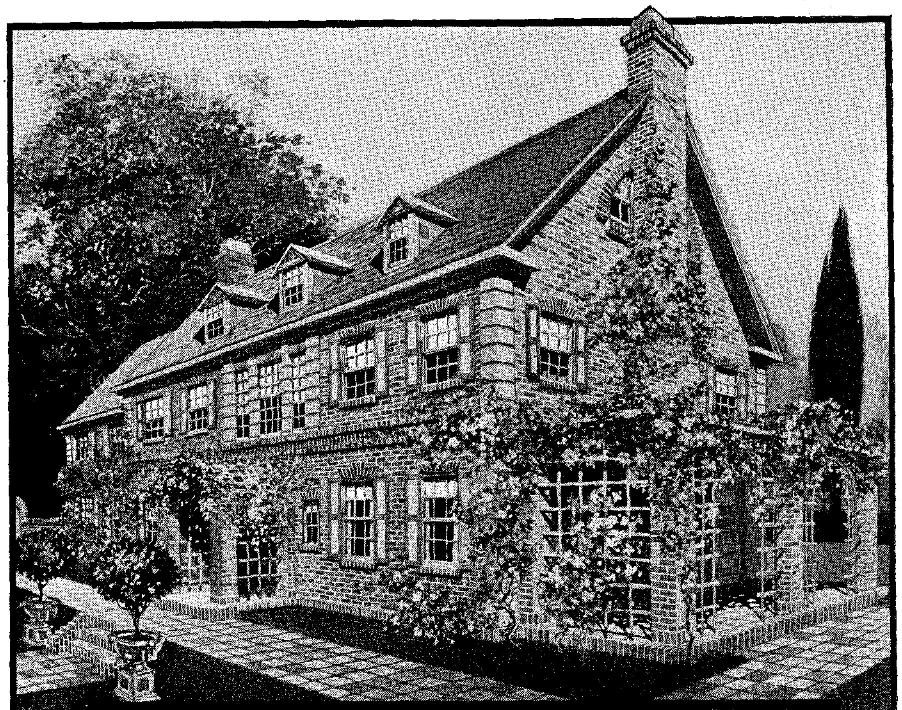
"That doesn't concern me," said Villa coldly. "I'm not an engineer—I'm a soldier. If that train doesn't move in five minutes you'll be dead."

The train moved.

The condition of the room in which Villa received me was indicative of the disorder which marks the present stage of the revolution. Lined against the wall was a row of canvas sacks, each stamped "$1,000." There were thirty in all; I counted them. They doubtless comprised the war chest of the rebel army. Piled carelessly in one corner were a dozen Mauser rifles, two or three cavalry saddles, and a half-empty case of ammunition. In front of these warlike implements, and half screening them, were a baby's chair and a sewing-machine—relics, no doubt, of the house's former inhabitants. Hanging on the bed-post was Villa's visored cap, and on a near-by table were his field-glasses and revolver. The latter, I noted, was within easy reach of his hand.

Sitting timidly on the edge of a chair, at the back of the room, was a plain-faced little woman with a black shawl drawn over her head, peasant-fashion. It was Villa's wife. In strange contrast to her cheap garments were the splendid rings which blazed on every finger of both hands. Still, I believe that the Spanish jewelry shops in Chihuahua were remarkably well stocked. Señora Villa is wholly illiterate, I understand, and when her husband is in the field she lives in a little house in the Mexican quarter of El Paso. It may be, however, that another year will see the diamond-laden fingers and the frightened eyes mistress in the palace at Chapultepec. Who knows?

My conversation with Villa was constantly interrupted by the comings and goings of officers and officials, for the commander-in-chief is still too new at the business to intrust any decisions, no matter how unimportant, to his subordinates. The thing that imprest me most, I think, was the fashion in which his advisers—cultivated, educated, polished men for the most part, many of whom were educated at Harvard and Oxford and the Sorbonne, and who are at home in the best society of half the world's capitals—stood, hat in hand, awaiting the orders of this illiterate ex-



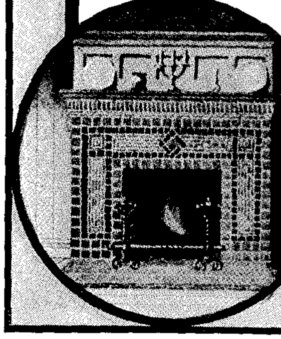
Edward R. Clark—Architect

MANY of the finest, most artistic American homes are built of "Tapestry" Brick. Such homes truly interpret the individuality of the owner. Even when new they do not present a garish, conspicuous appearance, but rather the feeling and atmosphere of mellow old age.

"Tapestry" Brick never needs painting; is cooler in summer, warmer in winter; safer from fire, and in the end is cheaper than wood. Before you build, learn all about "Tapestry" Brick as compared with other building materials. Send for such of the books described below as you need.

Tapestry Brick

Trade Mark Registered U. S. Patent Office and Canada



The Cost of a House: a comparison in materials. Free.
"Tapestry" Brick Work: the brick architecture of all ages; illustrated in 7 colors. Free.
"Tapestry" Brick Fireplaces; many new and beautiful designs—some as low as $15. Free.
A House of Brick for $10,000: 41 designs. 25 cents.
A House of Brick at Moderate Cost: 71 designs. 50 cents.
One Hundred Bungalows. 50 cents.
All designs in these books are from leading architects' offices; many won prizes in nation-wide competitions.

FISKE & COMPANY, Inc.
1889 Arena Bldg. New York
The sole manufacturers of "Tapestry" Brick
If it isn't "Fiske," it isn't "Tapestry"

Copyright 1914, Fiske & Co. Inc.

Domino SUGAR PRODUCTS

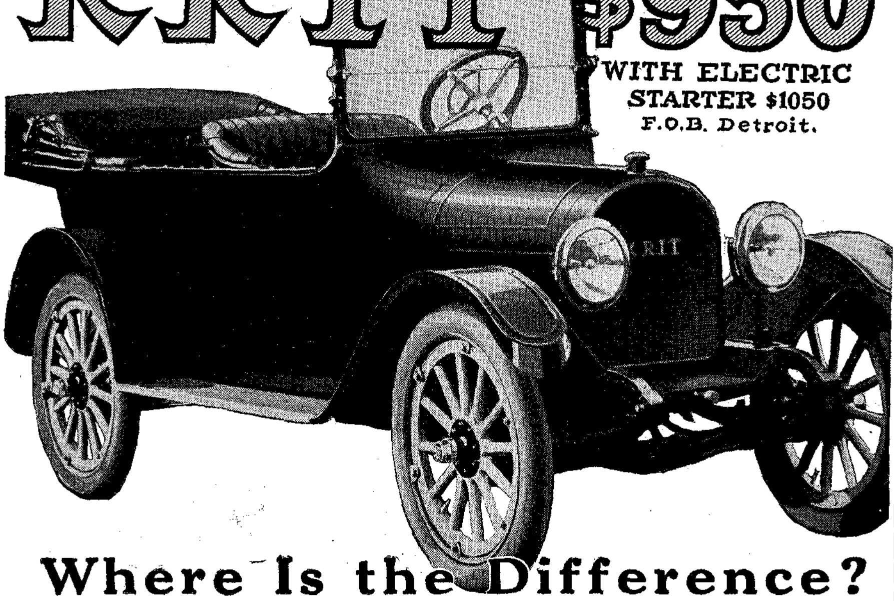
ALWAYS IN OUR SEALED PACKAGES

CRYSTAL Domino SUGAR
5 lbs CRYSTAL Domino Granulated Extra Fine SUGAR
Domino Powdered SUGAR
Domino Confectioners XXXX SUGAR
CRYSTAL Domino SYRUP

THE AMERICAN SUGAR REFINING COMPANY, ADDRESS NEW YORK CITY

KRIT $950

WITH ELECTRIC STARTER $1050
F.O.B. Detroit.



Where Is the Difference?

Handsome, streamline body, graceful, tapered bonnet, new style rounded radiator, modern fenders, left drive, electric lights, electric starter (if desired), light, powerful motor—these features of the KRIT read like a list of specifications for a $2000 car.

And yet the KRIT sells for $950 ($1050 with electric starter). The wonderful value of this car is winning for it sensational sales records this season.

Compare these KRIT features with those of cars costing $1000 to $2000.

Unit Power Plant
Bosch Magneto
Mutiple Disc Clutch
Electric Starter, lights, horn
Stromberg Carburetor, adjustable on steering column
Underslung Rear Springs
Stewart Speedometer
Left Drive; left control, enter from either side
Long Wheel Base
Demountable Rims
Tire Carrier at Rear
Jiffy Curtains
Cork Linoleum, aluminum-bound floor and running boards
Deep Upholstery
Clear Vision Windshield
Gasoline Tank in Dash

And all these modern features of beauty, comfort and convenience are combined in the KRIT with a chassis that has proved itself in five years' satisfactory use in owners' hands.

What more can you get in a higher priced car? More weight, perhaps, but weight only adds to the expense of upkeep. More rated horsepower, but much of the extra horsepower is used up in carrying around the extra weight—and the rest of the excess power you do not need. For the KRIT will take you anywhere you want to go; it will take you there speedily, safely, and comfortably.

Send for Our "Test Book of Automobile Economy"

It may save you hundreds of dollars—no matter what car you drive, it's free. Write for it today.

Call at our dealer and see the new KRIT. Name on request.

KRIT MOTOR CAR COMPANY
DEPT. B
DETROIT MICHIGAN

The Life of Tolstoy *By* Paul Birukoff

"An exceptionally clear and vigorous summary of a remarkable character and a remarkable career." *Boston Transcript.*

"Has real value on account of the author's personal acquaintance with Tolstoy." *New York Sun.*

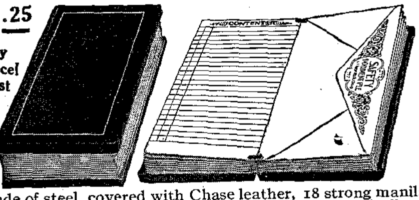
Illustrated with many new and excellent photographs.
Cloth, $1.50 net; by mail, $1.60

Funk & Wagnalls Company, 354-60 Fourth Ave., N. Y.

Have you ever Mislaid an Important Document?

Notes, Mortgages, Ins. Policies and Valuable Papers are Safe in a Barler New Document File. Will last a lifetime.

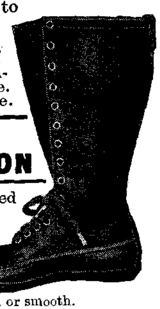
$1.25 by Parcel Post



Made of steel, covered with Chase leather, 18 strong manila pockets, 4½ x 10⅜ in., with metal eyelets. Cord allows expansion. *Guaranteed Satisfactory or Money Returned.*
A. C. BARLER FILE CO., 58 W. Lake St., Chicago

THE FINEST OF THE RUSSELL NEVER-LEAK MOCCASIN BOOTS

You professional men—remember the importance of light, *right* footwear for your outing trip. In making up your list, begin with the DeLuxe "Ike Walton." This soft, roomy, waterproof boot gives you real comfort, combined with wear; good looking too. Weighs only 37 ounces to the pair as against the average of 60 ounces or more. Uppers, toe pieces and vamps made of finest French Veals; chrome tanned. Lining vamp in one piece. Three leather thicknesses in sole. Made by hand, over last, to fit *you*. No stone bruises, wet feet or sore tendons if you wear IKE WALTON. Built for business and guaranteed to fill the bill or money back.



The "Never-Leak" at $6.50, second only to "Ike Walton"—16 inches high, extra select tan chrome cowhide, highest grade soles, hobbed or smooth.

There are Russell Moccasins for every member of the family from "Ike Walton" to dainty ones for mother and baby.

Send for the book that shows the complete line. Free on request

W. C. Russell Moccasin Co., Factory F, Berlin, Wis.

bandit and at his bidding pocketed their dignity and became messenger-boys.

Much of this remarkable loyalty is due, no doubt, to fear, and some of it to faith in the man's abilities as a soldier, but I can't imagine any one serving him from love, for there is nothing that is lovable about him. But, mind you, he hasn't lost his head. I could not detect a single evidence of vanity or conceit. I think I can best describe him as a man that I would not care to meet in a lonely neighborhood on a dark night.

Always grim and sullen, when angered by anything, no matter how trivial, he becomes as ferocious as a wild beast. He has about as much regard for human life as a tiger. Here is an incident to illustrate my point:

After a recent rebel victory in northern Chihuahua fourscore or so Federal prisoners were lined up in the Plaza for Villa's inspection. The rebel commander, hands thrust into the pockets of his frayed sack-coat, sombrero pulled over his eyes, strode forward and surveyed the cowering captives.

"Viva Villa!" he snapt.

"Viva Villa!" "Viva Villa!" The shrill cheer, dominated, however, by an unmistakable note of fear, ran down the cringing line.

"You dogs!" he snarled. "You shout 'Viva Villa!' to-day because I happen to be on top, but if I lost a battle to-morrow you'd be shouting 'Viva Huerta!'"

Then, turning to the commander of the guard: "Take them out and shoot them—and mind you waste no ammunition. We've none to spare."

They arranged the prisoners in groups of five, as close together as they could stand, and a soldier placed the muzzle of his Mauser against the breast of the foremost man in each group . . . and pulled the trigger. In this way one bullet did the work of five.

"A few more episodes like that, General," I told Villa quite frankly, "and you'll lose for your cause all the sympathy that it has gained in the United States. The reports of these wholesale executions are leaving a bad taste in the mouths of Americans."

"Those that I have executed deserved all they got," said Villa, with a sudden hardening of the muscles about the mouth. "Some of them helped to betray Madero; others were prisoners whom I had paroled and whom I had caught with arms in their hands. But that stage of the campaign is over now. Hereafter we shall conduct the war along more civilized lines. There will be no more executions except in aggravated cases—I give you my word as to that."

Twenty-four hours later a messenger sent to Villa by Felix Diaz was taken out of that very room where we sat and shot to death beneath the very window out of which I had been looking. It made a most unpleasant mess in the little garden.

As I rose to take my departure, Villa, tho obviously in considerable pain, stood up and took my hand.

"Good-by, General," I said. "Perhaps the next time we meet it will be in the City of Mexico in the National Palace."

His eyes flamed. "In the City of Mexico perhaps," he answered, "if God lets me live to reach there. But in the National Palace—never. I have no wish to be President. Who am I to rule a country? I have no education for such a post. For eighteen years I was an outlaw with a price on my life. It was not until I was in prison in the capital, two years ago, that I taught myself to read and write. And my wife can not read and write at all. I am no politician. I am a fighting man. I am fighting to free my country from the rule of a despot and to avenge the murder of Madero, who believed in me and befriended me. And I shall never rest until I have settled that score."

And, unless a knife or a bullet cuts short his career, I don't believe that he will. Whether this former outlaw, who, less than a year ago, slipt out of El Paso with a revolver in his belt, and seven dollars and a half in his pocket, and who is now at the head of 20,000 victory-elated men, will ever sit in the Presidential chair, only time can tell. Far stranger things have happened below the Rio Grande, as those who are familiar with the history of Porfirio Diaz know. And Villa is but following the path that Diaz trod.

As I turned my horse's head toward the river and El Paso I caught a glimpse above the housetops of the great bronze statue of Juarez the Liberator, standing on his marble pedestal, looking southward over Mexico. And, as I rode back into civilization again, I wondered what that great patriot, were he alive again, would think about this bloody, bloody business.

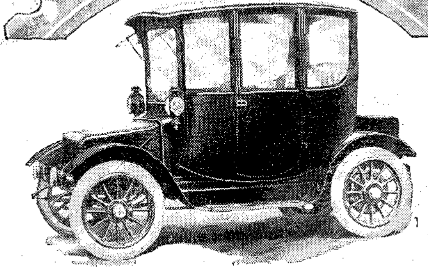
LOST IN AFRICA

"WHAT is the fate that has befallen Helen de Heron?" asks the New York *Tribune*. This New York girl has not been heard from in four years, and is now, apparently, either dead at the hands of murderous natives, or is lost and captive in some unknown tract of the African jungle. In 1908 Miss de Heron left New York for the little Portuguese-African settlement of Beira, where, some ten weeks after her arrival, she married her old school friend and sweetheart, Jan Wexelsen. For two years the pair lived happily in the colony, making frequent short trips into the interior. It was the success of these ventures, evidently, that led them to think of a longer journey to Victoria Falls. They knew of the dangers incident to such an attempt, but thought themselves capable and experienced enough to dare them. *The Tribune* prints extracts from two letters that Mrs. Wexelsen wrote while on this trip. One of these describes graphically one of the actual dangers to be met, as follows:

"It was oppressively hot—you can't imagine what the heat here means—and when we went to bed we left all the windows wide open. Along about 2:30, when we were both well asleep, I suddenly became aware of a very gentle pressure on my hand, which was lying on the coverlet. It all comes back to me now with horrible distinctness, altho at the moment I was barely half awake. The thought I got was that Jan had put his hand on mine, and I must have dropt off to sleep again, for I realized nothing more until a short time later when I was again aroused by the same pressure on my hand. I opened my eyes

(Continued on page 867)

WE HAVE BEEN COACH BUILDERS OVER SIXTY YEARS
Rauch & Lang Electrics
WORM DRIVE



REGAL SIMPLICITY

It is not alone the art of the designer or the genius of the engineer that has won for the Rauch & Lang the patronage of the Elect.

But rather the 60 years of success in the entire realm of coach building — from the days when good Queen Victoria suggested the carriage that bears her name, to these days of Rauch & Lang Regal Simplicity.

Designing and engineering are necessary attributes—yet largely commercial commodities.

But 60 years' progress, mature experience—established leadership — are factors far beyond mere price.

The Worm Driven Rauch & Lang Electric which has revolutionized the Electric Industry is but another evidence of continued leadership.

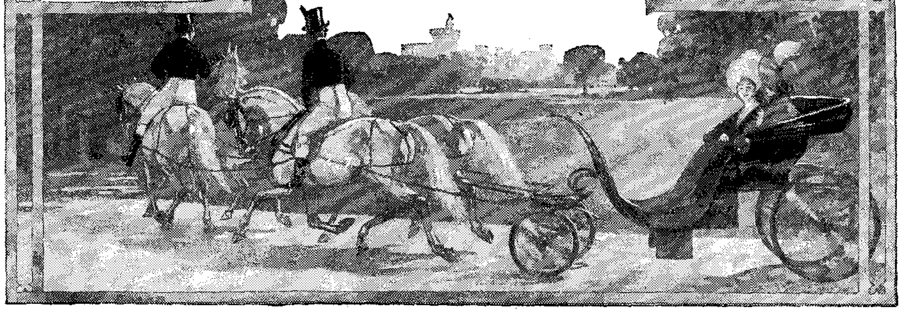
Rauch & Lang Dealers are established in all large cities.

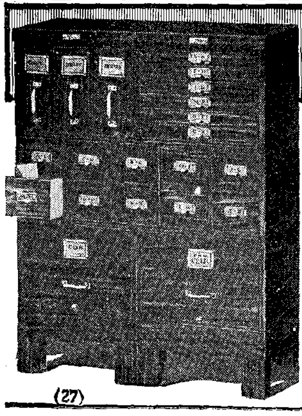
THE RAUCH & LANG CARRIAGE CO., 2256 W. 25th St., Cleveland
Branches: New York, 1800 Broadway; Minneapolis, 1207 Harmon Pl.; Kansas City, 3501 Main St.

EQUIPAGES OF QUEENS
SERIES 2. NUMBER 7.

Seating, controlling, braking and Top-Mounted Worm Drive features, exclusive with Rauch & Lang Cars, are covered by United States patents pending and granted.

QUEEN VICTORIA IN THE FIRST "VICTORIA"





An "Allsteel" Private Secretary

Keep all needed letters, cards, blanks, drawings, documents and other records right at your desk for instant reference in strong, beautiful

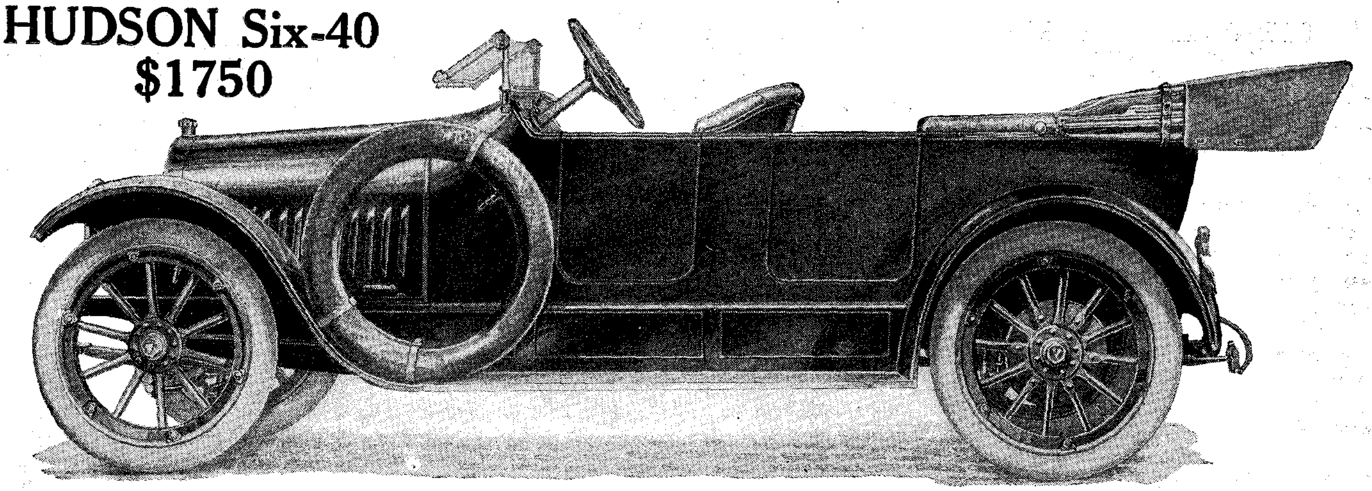
Allsteel Filing Equipment

Increases your efficiency. You can add and re-arrange sections as needed. You never have to discard it. ALLSTEEL Units all interlock, whatever their shape or purpose. ALLSTEEL protects contents against fire, water, damp weather, rodents, sneak-thieves. ALLSTEEL comprises the most complete line of standard steel equipment in the country. Looks like beautiful wood. Gives *more* filing space—takes *less* floor space. Write today for free catalog, illustrated in colors. It will save you money.

THE GENERAL FIREPROOFING CO., 2927 Logan Av., Youngstown, O.
Branches, New York and Chicago—Agencies Everywhere

Reg. U. S. Pat. Off

HUDSON Six-40
$1750



Rides Like Constant Coasting

Just Drive this Six Ten Miles. No Question then About Sixes!

Go to your local HUDSON dealer. Take a ride, at the wheel, in this new Six-40. Then you will become forever a Six enthusiast. Note this price, this weight, these flowing lines, these superb appointments. Note that Howard E. Coffin builds the HUDSON Six-40. And then you will have the answer to the question of "which Six."

THIS new HUDSON Six-40 can best speak for itself. You know your likes and wishes. See if this car meets them.

It needs no salesmanship. The facts are all apparent. Just get the car's own story and judge it for yourself.

Decide These Things

First, do you want a Six? If any doubt lingers, this ride will dispel it. The smoothness, the flexibility, the lack of vibration will make a resistless appeal. If you like luxury of motion you are coming to a Six.

Then the weight question. The HUDSON Six-40 weighs 2,980 pounds, due to skillful designing and properly chosen materials. Do you wish to carry, in an equal-powered car, from 450 to 1,250 extra pounds? It would mean the same, in tire cost and fuel, as to carry at all times three to eight extra passengers.

Then operative cost. The HUDSON Six-40 has a new-type motor—small bore and long stroke—which has made amazing miles-per-gallon records. Your HUDSON dealer has many actual comparisons. Figure out what this one feature will save in the years to come.

The Quality Question

THEN let this Six-40, designed by Howard E. Coffin, show you the meaning of a high-grade car. Judge what it means in staunchness, in freedom from trouble, in long life and low upkeep. Now that $1750 buys all these things, isn't quality worth getting?

THEN see if this car meets your ideals of beauty. Note the streamline body with the lines unbroken and without a hinge in sight. Mark the perfect finish, the deep, rich, hand-buffed upholstery. Will a car so distinguished add to the pleasure of ownership?

SEE the new equipment—the two disappearing tonneau seats, the "One-Man" top, the quick-adjusting side-curtains, the dimming searchlights, the concealed speedometer gear. Note how extra tires are carried—ahead of the front door. Note the gasoline tank with its gauge in the cowl. Note the convenience of every control. All these are this year's improvements.

The Price Question

THEN judge if anything in comparable cars justifies a higher price. What more can any maker offer in a car of like capacity? And what lower price, in any type, offers so much per dollar?

Count depreciation too. Since the Six is the type of the future, and since these lines and equipment are the coming vogue, think how this car will hold its value as compared with other types.

LET the HUDSON Six-40—the car itself—answer these questions for you. Let it make its own appeal. And don't delay. We are at this writing weeks behind on our orders. We have no hope of meeting all the next two months' demand.

Phaeton, with extra tonneau seats—or Roadster—$1750 f.o.b. Detroit. Convertible Roadster, with leather top, lined, windows that drop out of sight into the doors—a car as beautiful and comfortable in rough weather as a limousine, and that can be quickly changed to an open roadster, $1950.

The HUDSON Six-54

The new HUDSON Six-54 is almost identical with the HUDSON Six-40 in design and equipment. But it is larger and more powerful. It is for men who want a more impressive car. Its price is $2250.

HUDSON MOTOR CAR COMPANY, 7858 Jefferson Ave., Detroit, Mich.

PERSONAL GLIMPSES

(*Continued from page* 865)

drowsily, and never will I forget what I saw. My face was toward the window and I could see the half moon shining outside, partly screened by a bamboo-tree. There at the side of the bed, in a crouching position, was a negro, while just outside the window was another negro, with his head just showing over the sill. He must have been lying on the ground, for the sills are very low.

"For an instant I thought my heart had stopt beating, and all my breath seemed to leave me. The terrible creature then caught my hand with a firm grip, and muttered 'Hush' very softly. He had his other hand up near my pillow, and I thought I saw a knife in it. Well, it was more than I could endure, and I sat up with a terrified shriek for Jan. The negro didn't wait, but like a shot was out of the window. I saw them both start off, and then Jan was out on the floor beside me and running over to the corner for his rifle. You know, we never go to sleep here without an American repeating-rifle loaded in our room.

"Jan emptied the gun at the men, but neither of them fell. The whole town was aroused by the shooting, and search was made at once in the negro quarter. But they couldn't find the men and I couldn't identify them. If they had been caught, they would have been shot down the same hour. They can't trifle with the blacks here, and they rule them with a rod of iron. It's the only way to treat them, or else they would murder all the whites.

"But think of poor me, and of Jan also. We sat up all the rest of the night, and my nerves are not quite composed yet. Here in Beira the old colonists tell us we should take this as a warning not to go back to the Falls, but we both think the blacks are cowed and that they won't touch us. Jan has had lots of experience with them all over South Africa, and on the East coast, too, and he's not a particle afraid.

"But what we don't know is whether those two blacks are in our party or not. If I thought we had hired either of them, nothing could induce me to leave Beira. Still, the chances are they would not have the courage to hire themselves to us and possibly risk detection. So we are hoping for the best and starting to-morrow."

The second letter is the last one ever received from the New York girl. It was written at the Victoria Falls and brought on ahead of the party by two blacks. Mrs. Wexelsen found her surroundings beautiful and awe-inspiring, and described them, as well as some of the events of her trip to the Falls:

"I think Victoria Falls far surpasses Niagara; surely in all my life I never expected to see anything so beautiful as the vast torrent pouring down hundreds of feet in the tropical sun, and with the wild, virgin forest flanking it on both sides. Our trip promises to be a memorable success. We have had lots of excitement, something happening every day and hour almost; and just now it seems to me that New York is a million miles away. It's almost impossible to think of your big buildings and streets here in the depths of the wilderness, with not a white person within miles and miles save Jan himself.

"You ought to have seen me come up the country from Beira. It took us three months to get here, for we zigzagged in every direction, Jan taking a most wonderful collection of pictures of the forest and of animal life. Only five minutes ago he snapt a big baboon swinging on a branch out over the Falls."

She traveled, she wrote, in great luxury, having a "carriage of state" in the shape of a hammock slung on poles and carried by bearers. Yet she was not willing to have her friends believe that she did not take her share in the hazards of the journey, dangerous tho they might be. She wrote:

'We've shot a lot of big game, and when I say 'we,' I include myself. I'm quite an expert with a rifle now—and you couldn't get me to touch one of them in New York. But out here every white man and woman knows how to shoot, for they never know when they may have to defend themselves. I shot a leopard two days ago—'tiger-cats,' we call them. But it wasn't so very risky. The dogs we have along—five wicked-looking mongrels—chased the poor thing up a tree, and I heard Jan calling to me to come and bring my rifle. I had it in the hammock with me, and I jumped out and ran over to him. He was close to a big old tree, with immense, vine-covered branches running out all around.

"Far out on one of the branches the leopard lay crouched out at full length, looking down at the dogs, mad with excitement, on the ground directly beneath. 'Here's your chance,' shouted Jan, and I rested the gun across his shoulder so I wouldn't miss. I tried to shoot it in the eye, but the bullet went further back and broke the creature's neck. It came down all in a heap, and we had a hard time of it driving off the dogs, all snarling and biting as if to eat the body up. I have the skin and you will get it from me when we get back to New York."

This was in 1910, and since then there has been no word. The Portuguese Government has been besought to aid the friends and relatives of the pair in finding some trace of them, but little has been accomplished. Somewhere on the return journey from the Falls came disaster; just what it was no one may ever know. *The Tribune's* final conjectures stir one's imagination, but evolve no answer:

Was Wexelsen mistaken in his carriers, and did they at last rebel, and kill the man and his wife, or make them captive? These are the questions that make their disappearance a deep and tragic mystery. Where in the depths of the forest was the last fateful chapter in the romance of this young couple enacted? And if Wexelsen and his New York wife are not dead, where in the remote recesses of the jungle are they held?

A postscript to the girl's letter from Victoria Falls reads:

"I have been telling Jan just where we shall live—up on Morningside Heights, overlooking Central Park. The trees will remind him of the forest."

Does the girl, somewhere in the forest, still dream of a New York apartment?

Cut Price
Every Woman Happy!
10,000 Rapids

On sale this month at special low factory price. Write at once for particulars. New Home Science Book with 150 recipes—Cooking by Fireless. Tells how to save gas burning, how to cut down meat and grocery bills, how to put up better tasting preserves at 3 to 4 cents a can. Get your Rapid

This Month

direct from factory at a big saving. Get the standard, big three-compartment Rapid with extra-size Outfit of seamless "WEAREVER" Aluminum Cooking Utensils and cake and pie rack free. All compartments and covers lined with pure Aluminum.

30 Days Free Trial In Your Home

You can start and finish your cooking all inside the cooker, no reheating necessary. 160,000 families now use RAPIDS for baking, roasting, steaming, boiling and all kinds of cooking. Food can't spoil, burn or waste and juices can't cook away.

Rapid
Fireless Cooker

Every cooker guaranteed. Your money back and freight paid both ways if you don't wish to keep the RAPID after using 30 days in your own kitchen

Sold Only Direct From Factory

—roasts meats and fowl perfect brown, bakes cakes, pies, custards, all vegetables, preserves—without a fault. No watching; no hot kitchens. Reduces gas burning from hours to minutes.

Get this Book FREE

Write a post card at once. Get your cooker now—save a big share of the cost buying this month. You can't afford to miss this sale. Write for price and Free Home Science Book with full-page photos of cooking "By Fireless."

WM. CAMPBELL CO.
Dept. 250 Detroit, Mich.

VENUS
Perfect Pencils
Seventeen black and two copying degrees, every degree guaranteed never to vary

VELVET
Supreme among all five-cent Pencils

Write for FREE Samples
American Lead Pencil Co. 223 Fifth Ave., New York

Rich

—but not happy

Wealth doesn't give you or any man the real joys of life, unless you see things in the right perspective.

Our economic studies develop so much which is helpful in a broad-gauged way that we have decided to offer in a

Special Confidential Service the vital basic facts relating to social, industrial, political and religious problems, together with Mr. Babson's deductions and opinions.

One feature

of this service will be to aid the well-to-do to get a better understanding of life and conditions as they are, to fit themselves and their children to take full advantage of their opportunities.

This experiment is radical—it will deal, not with prejudices and theories, but facts. We expect and invite criticism, and your request will bring you a *free sample report* of The Babson Labor and Social Service.

Address Dept. G 30 of the

Babson Statistical Organization

Economic Offices, Wellesley Hills, Mass.

Largest Organization of its Character in the U. S.

6 and % Sure 7 When you purchase from us a mortgage on **Improved Georgia City or Farm Property,** you take as little chance as is humanly possible. You receive from 6% to 7% and you can be sure of receiving it regularly. Your principal is amply protected. Let us send you our list of **Loans** and some very interesting and reliable literature. Our advertising has appeared in Literary Digest for two years. **Sessions Loan & Trust Co., Dept. A, Marietta, Ga.**

First Mortgages that yield 5½%

Land produces the greatest amount of wealth. It is, therefore, the nearest approach to certainty as security for an investment.

Invest, then, in mortgages covering land that produces standard crops. In particular, buy Ward-Harrison Mortgages, so you may be assured that they have been passed upon by an experienced organization.

Ward-Harrison Mortgages are in bond form with interest coupons attached. The security back of them consists of well managed farms in 12 Black Land Counties of Central Texas, which raise over a million bales ($55,000,000 worth) of cotton per annum—one-fourth of the Texas cotton crop.

We loan our own money, only after careful, expert investigation, on choice lands, and offer to investors the original Mortgage documents. Interest is collected by depositing coupons in your own bank, payable through the National City Bank in New York. We recommend these Mortgages as safe and conservative for individual investors.

Send for our interesting, illustrated Booklet D-1, and list of offerings.

Our valuations are your protection

Ward-Harrison Mortgage Co.

Fort Worth, Texas

INVESTMENTS AND FINANCE

TEN YEARS OF ELECTRICITY

"IT IS not much more than a decade since the investing public scarcely knew what electric-light securities were," says the New York *Evening Post*; moreover, "if they heard of them at all, it was to be advised by conservative bankers to have nothing to do with them." The electric-light and power companies in the United States ten years ago represented a total investment of about 700 million dollars; to-day the investment is nearly two billion dollars. The traction companies alone earn annually 650 million dollars. The same paper points out the interesting fact that little of the financing of these properties was accomplished through stock exchanges. It was chiefly done through "direct solicitation and on recommendation of brokers." Other statistics of the amazing growth of electrical enterprises are presented in the same paper:

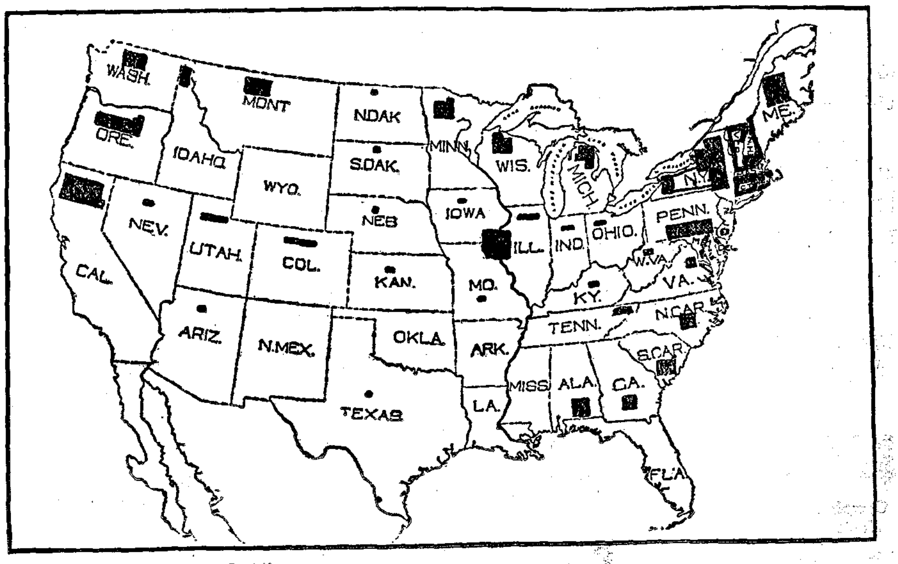
"Electric power generated from central stations in the United States has been developed to such an extent that more than $300,000,000 yearly is being paid for use of that power. The Bureau of the Census this month completed a record which showed that in the year 1912 the money earned by central electric-light and power stations of the country was $302,000,000, that sum representing an increase of 70 per cent. over 1907, when the last previous record was taken, and of 250 per cent. over 1902.

"Reduced to the universal terms of value, the electrical industry's growth can readily be measured. But there are other terms which the Bureau of the Census has used in its record. For instance, it has used the term 'kilowatt capacity of generators,' and shown that this capacity increased 323 per cent. in the ten years for which the statistics are compiled. The actual output of stations, in 1912, was 11,502,963,006 kilowatt-hours, that output being 358 per cent. greater than that of 1902. Motors in use for power gained 331 per cent. in the ten-year period, and their aggregate horse-power increased 843 per cent. in the same period. Figures are for the continental United States alone, no account being taken of Alaska, Hawaii, Philippine Islands, and Porto Rico, and no returns being included of factories, hotels, etc., which consume current from their own electric plants.

"One interesting thing shown by statistics is the relative use of gas and electricity in different communities, according to their size. A city of 10,000 people, it is calculated, will not use more than 1,000 cubic feet of gas per capita per year. A city of 20,000 will use 2,000 cubic feet per capita, and a city of 200,000 will use 6,000 cubic feet per capita. The scale is a rising one in all sections of the country, with the double impulse behind the movement of increasing population and increasing use of the material per unit of population."

Reference is made by the same writer to the "great dreams of great electricians." Some of these foretell that distributing lines carrying cheap electric currents will eventually "determine the direction of our growth," just as great rivers in the past determined the growth of population and great railroad lines industrial development. Great central stations will rise to supply electric energy to vast communities, each to become a focus of radiating trunk lines that will carry the essential current to the every-day life of many communities. Dr. Emile Berliner, one of the greatest of living electricians, is quoted as having said recently that the average mind fails completely to grasp the revolutionary changes that have already been brought about, and those now in progress, in the methods by which this new energy is produced for industrial, domestic, and other purposes. In the field of electrical transportation, for example, it has become possible for six electric stations, placed at suitable intervals along a transportation line, to furnish a power that will run trains from McKeesport, Maine, to San Francisco. It is predicted that fully 85 per cent. of our

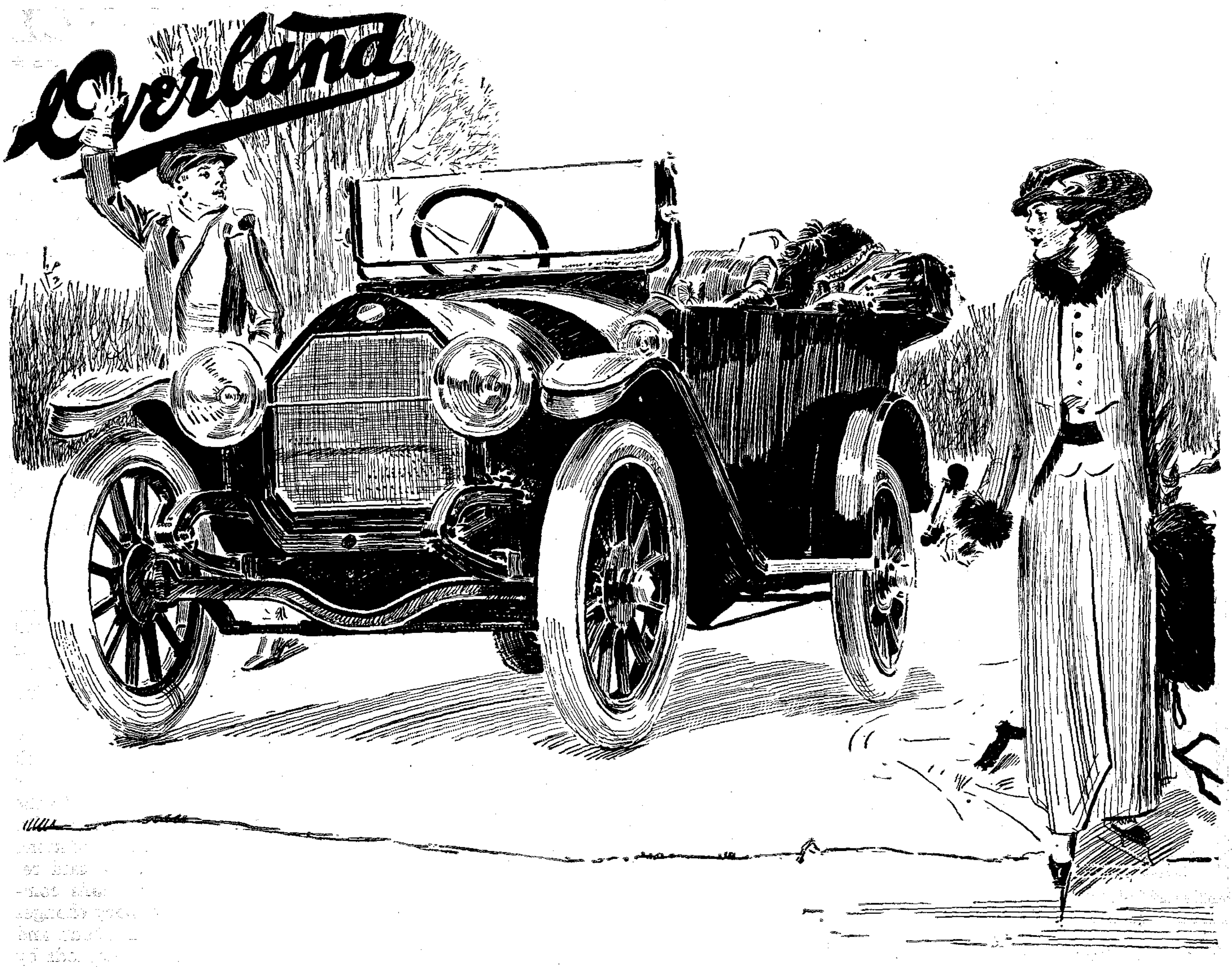
(*Continued on page* 870)



From "The New York Evening Post."

WATER-POWER DEVELOPMENT IN THE UNITED STATES.

The rectangular black areas indicate comparative conditions at the present time in various States. It is predicted that the amounts will "double in ten years."



From Any Point of View—The World's Greatest Automobile Value

FROM the standpoint of *appearance*—the Overland has unusual grace and harmonious body proportions.

From the standpoint of *power*—the Overland is a big powerful smooth running 35 horsepower car; economical to operate; easy to drive.

From the standpoint of *comfort*—the Overland is luxuriously upholstered in genuine hand buffed leather, tufted over specially selected curled hair, made deep with tilted divan cushions; lots of leg room; ample for five passengers; no crowding.

From a *mechanical* standpoint—the Overland chassis is one of the finest and most finished pieces of mechanism in the world.

From the standpoint of *size*—the Overland has the longest wheelbase of any car at this price in the world; the largest motor, the roomiest tonneau, and the largest tires of any car at this price in the world.

And finally, and most important of all, from a *price standpoint*—the Overland costs 30% less than any other similar car on the market.

Now from *your standpoint*—can you afford and does it seem reasonable to pay *more* for other cars that offer you *no more* than you get in the Overland for $950?

There is an Overland dealer near you. Look him up and see this car today.

Handsome 1914 catalogue on request.

Please address Dept. 17

$950
Completely Equipped
f. o. b. Toledo

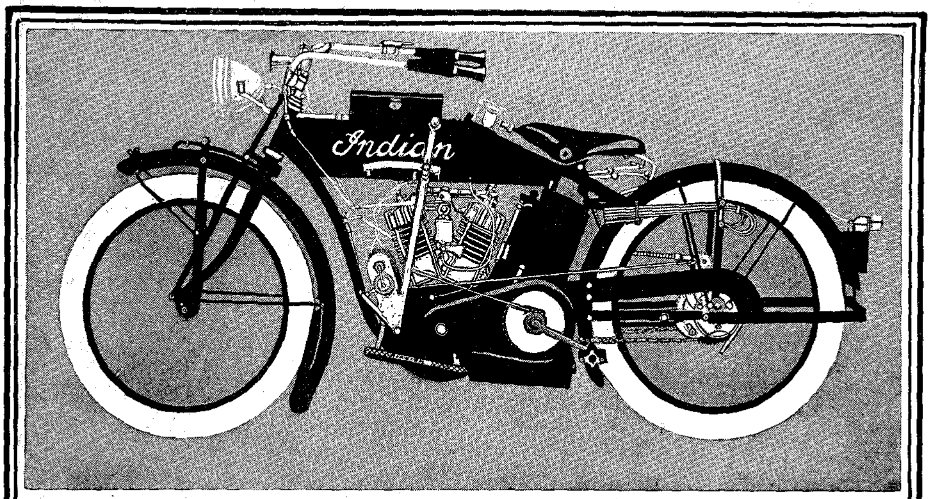
The Willys-Overland Company, Toledo, Ohio

Manufacturers of the famous Overland Delivery Wagons, Garford and Willys-Utility Trucks.
Full information on request.

$1075
With electric starter and generator
f. o. b. Toledo

Canadian Factory:
The Willys-Overland of Canada, Limited, Hamilton, Ont.

Canadian Prices: *f. o. b. Hamilton, Ont.*
$1250 Completely equipped.
$1425 With electric starter and generator



Give this machine the acid test of comparison at these three vital points:

Price — Equipment — Reputation

The Two-Sixty Standard Indian (illustrated) represents a motorcycle value decidedly in advance of the field today. A close examination will conclusively prove the 1914 Indian with 38 Betterments to be—price for price—quality for quality—an achievement in worth which successfully carries it beyond competition.

1914

Indian Motocycle

equipment has been a true sensation. The Indian has nailed its flag of leadership higher up on the pole than ever before by evolving Motorcycle Electricity and putting it into efficient operation. All standard models are equipped with electric head light, electric tail light, two sets high amperage storage batteries, electric signal and Corbin-Brown rear drive speedometer.

The Indian reputation behind every Indian machine is the greatest guarantee of reliability and sound construction that any motorcycle purchaser could have. The Indian has developed more genuine mechanical devices for the advancement of the motorcycle—including the famous, incomparable comfort feature, the Cradle Spring Frame—than all other makes combined.

Write for the new Indian Catalog

HENDEE MFG. CO., 806 State St., Springfield, Mass.

Largest Motorcycle Manufacturers in the World

Branches and Service Stations—Chicago Dallas Kansas City Minneapolis Denver San Francisco Atlanta Toronto London Melbourne

Learn to "*Ask the Standard Dictionary.*" Its answers are quick, full, satisfactory and authoritative.

The Clay Idol

Years ago a man bought a railroad bond to yield 4%. To him the 4% symbolized safety.

To-day the same man buys a sound public utility bond to yield 5½%. Their record of earnings and stability have been proven even through times of panic. The investor no longer worships the clay idol of the low income yield.

We are offering the Short Term Notes of a progressive public utility company to yield 6¾%, which are convertible into a sound mortgage bond at a price to yield 5½% upon conversion.

Ask us for Circular 2 L. D.

A. H. Bickmore & Co.

111 Broadway New York

Safety and 6%

Investors seeking safety of their funds, together with an attractive interest return, should carefully investigate the merits of the first mortgage 6% bonds we own and offer.

Their soundness is indicated by the fact that no one has ever suffered loss on any security purchased of this House, founded 32 years ago.

Write for The Investors' Magazine, our monthly publication, and Circular No. 888-B

S. W. STRAUS & CO.

INCORPORATED

MORTGAGE AND BOND BANKERS

ESTABLISHED 1882

STRAUS BUILDING CHICAGO ONE WALL STREET NEW YORK

INVESTMENTS AND FINANCE

(*Continued from page 868*)

industrial power will eventually be supplied from electric stations. Dr. Berliner is quoted further:

"Civilization is on the point of making a gigantic stride, a stride so vast as to place it into effect upon a new plane. Man has only begun to invent. The day of the locomotive that burns coal to generate its own power is almost at an end. The city of New York will before long be run by water-power. Electricity will be delivered at suitably located stations, each of the latter taking a certain amount of current off the wire and supplying a given area with it. The current supplied will drive the machinery of all factories in New York and the neighborhood. It will run all surface-cars, as well as the trains of the elevated and subway roads. One of its most important uses will be for illuminating and heating dwellings and for taking the place of coal for cooking.

"Before very long all big cities will be electrified, the use of coal being almost entirely abandoned. It is entirely possible that we may yet find some means whereby we can utilize the radiant energy of the sun direct. There are still the possibilities of the tides to be considered; the energy they represent, available every day in the year, is well-nigh incalculable. Windmills are destined before long to be used in this country for generating and storing electric power. Energy is ready at hand and inviting employment in unlimited quantities, furnished free of cost by Nature herself."

As to the immediate future, the same newspaper outlines as follows developments that are likely to take place:

"It is agreed that the next era of distinct development in the electric-lighting field will come as a result of the progress which technical experts will make in economical long-distance transmission. With great power-stations located in the heart of the coal districts drawing energy there, and with other stations drawing energy from immense water-power plants, the problem of cheap production of current is rapidly being solved. In Illinois the intricate system of trolley-lines is at present run with electricity generated from coal-mines. In California the trolley-lines are operated by means of current generated from rushing mountain streams in the Sierras. The statement is credited to experts that the coke-ovens of the Connellsville district, if replaced by retort-ovens, would produce approximately 180,000 boiler horse-power an hour. Figures furnished by the Pennsylvania Railroad show that it requires 42,000 horse-power available any moment to move its traffic between Harrisburg and Pittsburg. Allowing for incidental loss, it is said that 52 per cent. of the power generated at the Connellsville ovens, after being converted into mechanical horse-power, could reach the draw-bars of the Pennsylvania Railroad locomotives, that being far more than enough for the work required. This power is now absolutely wasted in the Connellsville coking operations.

"It is recognized that the world's supply of coal is not inexhaustible, and much concern has been felt thereat. But long before the time approaches for concern over the amount of this "fossil sunshine" remaining in the bowels of the earth, it is expected that another source of energy will have been developed to take its place. That source lies in the innumerable streams that run down to the sea from our high lands, and which have incalculable power. Niagara's flood pouring over the falls is one vivid illustration of this power. It has been reckoned that the quantity of the water that is precipitated upon the total area of the United States in a twelvemonth would compose a cube eleven miles on edge. How enormous is the aggregate available water-supply represented by this water, in its descent toward the ocean, can be dimly imagined when it is pointed out that a horse-power is the amount of energy developed by one cubic foot of water per second falling nine feet.

"Current produced by hydroelectric plants is already distributed over wide areas, some of these being in a position to transmit over an area of 125,000 square miles. Not many years ago it was necessary to locate a mill at the side of a stream to utilize the energy of its waterfall. Lowell, Lawrence, Holyoke, Paterson, and others of our manufacturing cities literally grew up out of waterfalls. Now the energy generated by descending water is transmitted by aluminum and copper wires over wide stretches of land, so that factories are springing up hundreds of miles from the source of their power and operating with far greater economy than did those pioneer mills which located at the sides of our flowing streams years ago.

"California has given an object-lesson in water-power utilization and transmission. In that State from fifty thousand to one hundred thousand volts have been transmitted over a distance of nearly 250 miles, with smaller loss than formerly was experienced in the short transmissions.

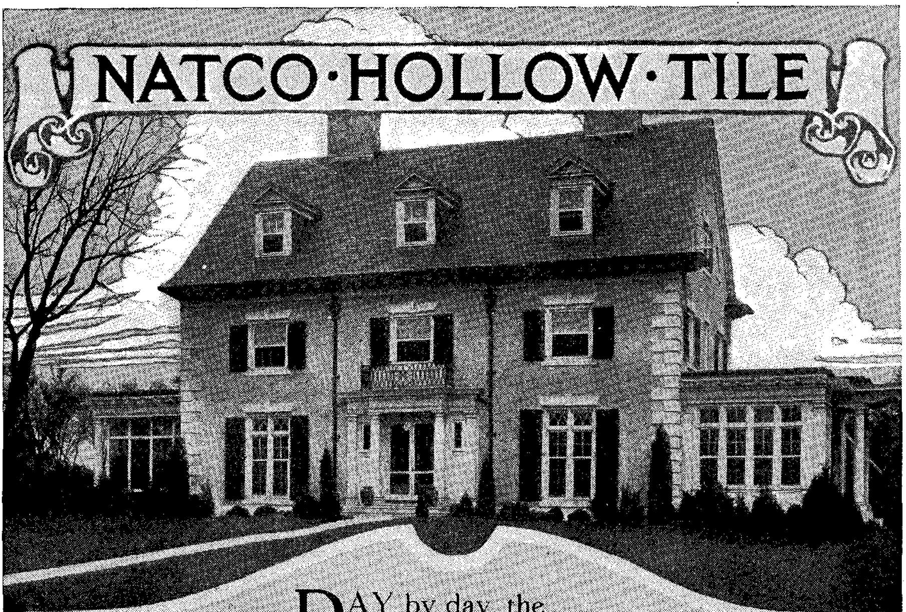
"And in the period of its greatest application, electricity is one of the few commodities that has gone down in price, while the cost of nearly everything else that enters into our life has gone up. Over a period of seven years the cost of living is calculated to have advanced something like 37 per cent. The average cost of electricity in those seven years has gone down 17 per cent.

"The laymen need only be reminded how this has come about. A detailed account is unnecessary. Invention and efficiency have been the prime factors. Incandescent lamps afford an object-lesson. First there was a lamp of small luminosity and large power consumption. This was followed by a lamp of large luminous output and smaller current consumption, and that in turn was followed by one still better. So the procession has gone on until at the present time the amount of light in relation to power consumed is four times greater than it was fifteen years ago."

THE ELIMINATION OF WASTE IN FREIGHT-CARS

One of the many difficult problems in the railroad business is that of freight-cars on the road which are laden with less than a car-load. The problem has long been serious, and a writer in the New York *Times Annalist* says "its seriousness is not abating." Coal-cars form no part of the problem, only freight-cars proper. On seeing a long train of coal-cars returning to mines empty, one might hastily conclude that they are operated at a loss, but the fact is that these cars yield a bigger and more certain profit than do the higher class freight-cars, and for several reasons, such as economies due to less expensive handling, less troublesome equipment, and, more than all, to the fact that cars full-loaded run one way with a steady, long haul. The only waste in coal-cars is the necessary back haul of the empty cars. Managers can always figure closely what the haulage of coal will yield.

In the case of miscellaneous freight-cars, however, while there is "a much higher return per hundred pounds," there



DAY by day, the folly of non-fireproof buildings and houses becomes more and more widely recognized—their erection more severely condemned. You attain fire safety in its highest form, when you build of

NATCO·HOLLOW·TILE

Fireproof, age-proof, damp-proof, vermin-proof; warmer in Winter, cooler in Summer

Investigation of the merits of Natco Hollow Tile and comparison with older materials invariably dictates Natco Hollow Tile construction—for partitions, floors and roof, as well as exterior walls.

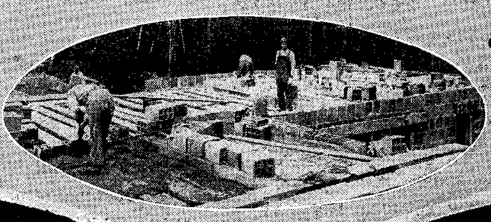
Whatever the building's purpose, size, proposed cost—the advantages all lie on the side of Natco Hollow Tile construction, a construction that anticipates and eliminates all that fire and time can do to destroy or depreciate the structure.

The important word to remember is "Natco." The only genuine Natco Hollow Tile is the hollow tile that bears, pressed into the blocks, the trademark "Natco."

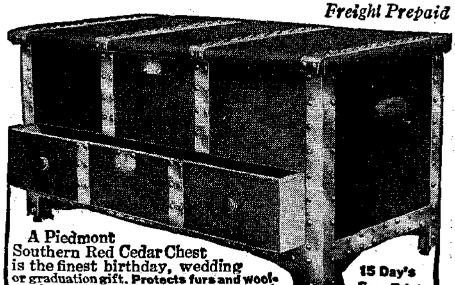
Before defining your building plans, send for our 64-page handbook, "Fireproof Houses," fully describing, with illustrations, every detail and phase of **Natco** construction. Contains 80 photographs of **Natco** buildings. Mailed anywhere for 20 cents to cover postage.

NATIONAL FIRE PROOFING COMPANY
PITTSBURGH, PENNSYLVANIA Dept. V *Offices in all Principal Cities*

Write today *Organized 1889*



15 Day's Free Use
Freight Prepaid



A Piedmont Southern Red Cedar Chest is the finest birthday, wedding or graduation gift. **Protects furs and woolens from moths, dust and damp.** A useful and decorative delight in every home. Factory prices. Write for illustrated catalog showing all designs, sizes and special low prices. Postpaid, FREE.

15 Day's Free Trial

PIEDMONT RED CEDAR CHEST CO, Dept. 86, Statesville, N.C.

A side-by-side comparison with other dictionaries of the English language again and again *sells the Standard Dictionary.*

ROCHESTER ROTARY WASHER

The home washing machine with the reversible wringer attachment does the hardest part of housekeeping, and allows the housekeeper or maid to be doing something else at same time.

A cylinder laundry machine for domestic use—operated by Electricity, Water, Gas Engine or hand. Cleanses by tumbling and the suction of the hot suds in revolving wooden cylinder. (Patent wooden wings prevent packing.)

Does Not Wear Out The Clothes and Washes Clean without tearing or grinding action. Has a capacity of approximately seven sheets or equivalent. Washes everything from Blankets to fine linen. A great time and money saver on wash day. *Write today for our descriptive booklet. Mention the kind of power you desire.*

Rochester Rotary Washer Co., 625 Cutler Bldg., Rochester, N. Y.

HY-RIB CONCRETE SAW TOOTH ROOFS
FORD MOTOR CO. — DETROIT —
HY-RIB PARTITIONS
HY-RIB CONCRETE ROOFS
HY-RIB ARCHED FLOORS
HY-RIB CONCRETE CULVERTS
HY-RIB POLO GROUNDS - NEW YORK
HY-RIB CONCRETE RESIDENCE
HY-RIB TANKS
HOLYOKE GAS WORKS
KAHN Building Products TRUSSED CONCRETE STEEL CO
HY-RIB CONCRETE SIDINGS FAVORITE STOVE & RANGE CO. — PIQUA, O.

Of Myriad Uses

Wherever permanence, fireproofness and economy are desired in building construction, Hy-Rib finds a place. Its field of usefulness includes buildings of all types and sizes from residence to sky-scraper, from farm silo to industrial plant.

HY-RIB

is a steel sheathing combining in a single unit, lath, studs, reinforcement and forms. Hy-Rib is the ideal reinforcement for concrete, stucco, or plaster. To build sidings, partitions, roofs, floors, ceilings, etc., with Hy-Rib is simplicity itself. The easily handled sheets are fastened to the supports and the plaster or concrete is applied. All forms are eliminated.

No matter what you intend to build, you should inform yourself about Hy-Rib. Write for Hy-Rib Handbook—free.

Trussed Concrete Steel Co.
636 Trussed Concrete Building, Detroit, Mich.

THE HOME RULE BILL By John Redmond, M.P.

In this book the great Irish leader gives a clear explanation of the measure by which it is hoped to confer self-government upon Ireland. 179 pages, cloth-bound, with a cover-design portrait of John Redmond. 50c net; by mail, 59c.
Funk & Wagnalls Company, 354 Fourth Ave., New York

Get This New Book

A Rich Fund of Information For All Who Take An Active Interest In Human Progress.

Woman, Marriage and Motherhood

By Elizabeth Sloan Chesser, M.B. With an Introduction by Mrs. Frederic Schoff, President of National Congress of Mothers and Parent-Teachers Associations, U. S. A.

This valuable book covers the subject from every possible point of view—hygienic, legal, political, moral, social, economic, and industrial. The author, an important and prominent authority, goes into the subject deeply and thoroughly and brings together much information of unusual value and interest.

Large 12mo, Cloth, 287 pp., $1.50 net; by mail $1.62

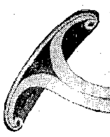
FUNK & WAGNALLS COMPANY
354-60 Fourth Avenue, New York, N. Y.

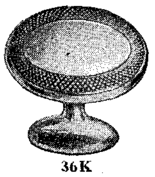
Consider Quality First

and you will be satisfied only with

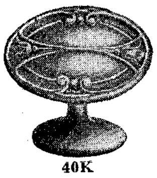
KREMENTZ CUFF BUTTONS

(One Piece Bean and Post)





36K



40K

They are perfect in design and workmanship.

Don't turn in the cuff.

Strongest where the greatest strain comes.

Of one-piece construction, they are proof against breaking.

A new one free, if broken from any cause.

More actual gold in the Krementz Rolled Plate Cuff Button than in any other plated cuff button made.

And that means years of wear without wearing through the gold surface.

Before you buy cuff buttons, ask the jeweler or haberdasher to show you the Krementz—the name is stamped on—or write us for booklet.

In Rolled Gold Plate—$2.00 the Pair

KREMENTZ & CO.
101 Chestnut St. Newark, N. J.
Makers of the famous Krementz Collar Button

is not necessarily a higher return per train-load. The writer's discussion of this subject contains an interesting reference to the ways in which English managers of railroads are seeking a solution of a problem that concerns them as much as it does American managers:

"When shippers load full cars, it is good. When the traffic comes in the shape of thousands of cases, crates, rolls, bags, and what not, it has to be handled three or four times, at receiving stations, at the yards where freight is unloaded and assorted into full cars for long hauls, and at terminals. Sometimes it still moves in partly empty cars. That freight, as described, is the long-haul freight. When it comes to the local freight service from town to town in which a train must be sent along, stopping here and there to shunt a car, take on a box, drop a bag, and the like, the waste is enormous, and in spite of much higher freight-rates than upon coal, the railroad loses by much of the traffic, individually considered.

"If anything, the proportion of little shipments of freight is increasing. 'Hand-to-mouth' purchasing, in a hurry, by merchants, is causing the increase and much better efficiency of handling by the railroads is being sunk, and is disappearing in this way.

"This is true not only in America, but in Europe. In England the problem is particularly acute, and the railroads are trying out a great variety of plans to solve individual "l. c. l." difficulties. They are appealing to shippers and offering to make concessions in rates to encourage cooperation that will help avoid transportation wastes and make the costs smaller to everybody concerned. They are not getting much response, yet. As in America, the tendency is to throw upon the railroads even more of a kind of package-freight business, with the demand that it be done in a hurry.

"An English railway that does a large haulage of garden produce into London recently offered the fruit-shippers of a certain locality a reduction of one-fourth in the freight-rate on strawberries if they would only change the form of packing in the way of abandoning cross-handled baskets for the berries and adopting the American style of quart boxes packed in crates. The shippers refused the offer, and the railroad was compelled to spend more money for equipment to handle, wastefully, the present packages.

"The English farmer, like the American, does not take enthusiastically to cooperation as it has been developed among the country producers on the Continent. He wants to go it alone, and the railroads have utterly failed to impress him with the fact that Continental producers can get their stuff into London more cheaply than he because their cooperative, selling arrangements bring lower transportation costs.

"The cooperative societies in France, Germany, Belgium, and other near-by countries buy their materials and equipment and sell their products collectively. They have their depots, to which they bring everything. The produce goes out in large lots. Advantage is taken of low full car-load rates. This means that they can sell in London more cheaply than can English farmers, who live within a short distance from the city, but insist on sending small, single consignments to market.

"Not only to farmers, but to merchant shippers, too, the English railroads are offering the hand of cooperation. They are suggesting concrete schemes for so regulating fast or slow shipments as to get the 'goods-wagons' as full as they can, and so cut out the waste of running trains with half-empty cars.

"In both England and America the growing motor-truck traffic in local transportation is going to help in the solution of the problem, perhaps, and it can be seen in a general way how the extension of their services in this way by the railroads gives them a little more latitude of regulation over the flow of traffic, and a little better opportunity to devise more economical handling of it. This will be the cutting out of waste, and cutting out of waste gives the possibility of lower costs to consumers."

TRADE WITH ARGENTINA

Our trade with the Argentine Republic is steadily and rapidly growing. That country now offers for our products much the largest market in South America. In the last calendar year our sales to Argentina were valued at $55,000,000, or $10,000,000 more than our sales to Brazil, and $3,000,000 more than our sales to all the remaining twelve countries of South America. Our exports to Argentina twenty years ago were only $5,000,000. Our imports from that country, meanwhile, have increased from $5,000,000 in 1893 to $27,000,000 in 1913, or an increase of only half the increase in our exports to Argentina. Of the articles which we take from Argentina the following details have been officially given out in Washington:

"Argentina's sales to the United States are chiefly of hides and skins, wool, chemicals, and, in recent months, corn and beef. Imports of cattle hides in the last fiscal year aggregated 67,000,000 pounds, valued at $12,500,000; the last six months, however, being only about half as much as those of the corresponding months of 1912. Imports of wool during the year amounted to 25,250,000 pounds, valued at $5,000,000.

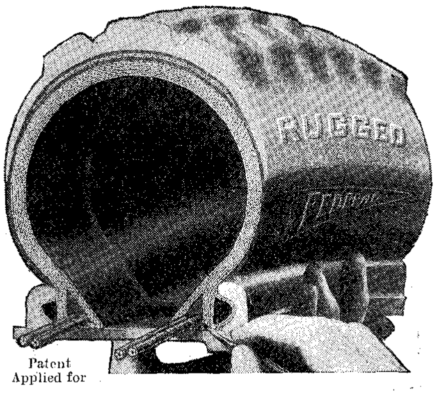
"Corn and beef show greatly increased imports from Argentina in the period following the enactment of the new tariff law, which placed those articles on the free list. In the fiscal year 1912 only 23,909 bushels of corn arrived from Argentina, and the fiscal year 1913 only 879,822 bushels. Of meat and meat extracts the imports during 1912 were but $2,929 and $7,395, respectively. In the three months of October, November, and December of last year, however, imports of Argentine corn rose to 4,102,598 bushels, and those of Argentine beef to 6,606,866 pounds, while unofficial reports indicate even larger arrivals during January and February of the present year.

"Argentina's present foreign commerce of $873,000,000 a year is an earnest of what may before long be expected of a country possessing its wealth in the basic factors of economic progress. Its productivity rests upon an area of 1,139,000 square miles, or 729,000,000 acres, of which 253,000,000 are available for agriculture and grazing. The country also possesses certain minerals, including petroleum, gold, silver, copper, lead, and coal."

LARGE HOLDINGS OF READING

Following the recent list of stockholders in the Lackawanna and Jersey Central Railroads, *The Wall Street Journal* prints a list of stockholders in the Reading. It appears that the largest individual holder is P. A. B. Widener, who owns 100,000 of the 1,400,000 outstanding shares, the par value of Reading being $50. Mr. Widener's holdings, at the present market price of 165 for a $100 share, are worth now about $8,255,000. The next largest holder of Reading is George F. Baker, who owns 17,500 shares. It appeared from the earlier lists that Mr. Baker had 8,000 shares of

FEDERAL TIRES
Double-Cable-Base



Patent Applied for

We Built and Sold 100,000 Double-Cable-Base Tires Before We Told You About Them

WE BUILT and sold 40,000 before we told *the trade* about them. We felt sure this new construction was better than anything that had been done before, and we wanted to know *just how much* better it was.

Last May the first Double-Cable-Base Tires were shipped from the Federal factory.

Thousands were sold during the summer.

By August we began receiving the most favorable comments from Federal users and Federal dealers. Just voluntary comments on the splendid service Federal Tires were giving.

They said Federal Tires showed no rim-cutting, no side-wall blow-outs just above the rim, no tube-pinching, no slipping from the rim.

Federal users were experiencing none of these common, *costly* and dangerous tire troubles but they didn't know *why*. Well this was why. They were using Double-Cable-Base Tires, the new construction that makes *impossible* these tire troubles.

By winter it had been shown as a *certainty* that our exclusive Double-Cable-Base construction was the *biggest improvement in the whole history of pneumatic tires.*

From our very first announcement to the public—the car *owners* of America—there has been a tremendous demand for this new type of tire.

How Double-Cable-Base Tires Eliminate Costly Troubles

Thousands of owners are equipping with Federal Double-Cable-Base Tires.

These owners understand *just how* double-cable-base tires give extra service.

They understand how, by the use of heavy double steel cables of great strength in the base of the tire, instead of many small wires, the tire is *anchored firmly to the rim* so that the inner tube *cannot* slip under the base and be destroyed and the tire *cannot* slip off the rim.

And of even more importance in service, they understand how, by using heavy, double, steel cables, we are enabled to use a soft *bead-filler* instead of the ordinary *hard, sharp-pointed* filler. They see plainly that the soft bead-filler *cannot* cut and grind into the side-walls of the tire and cause rim-cuts and blow-outs.

Double-cable-base construction means a saving of *millions* to tire users.

Federal Tires, straight wall and quick detachable clincher styles, are made *only* with this new double-cable-base construction.

Federal Tires are the *only* tires made with double-cable-base.

Equip now with Federal Tires and *begin getting extra service.*

In every detail of Federal construction there is assurance of extra service.

If you are buying a new car, specify Federal Tires, and *insist* on having them.

Straight wall and quick detachable clincher styles. All sizes for standard rims. Rugged and smooth treads.

FEDERAL RUBBER MANUFACTURING CO., Milwaukee, Wis.

Branches, Service Stations and Distributors in all Principal Cities. Dealers Everywhere.

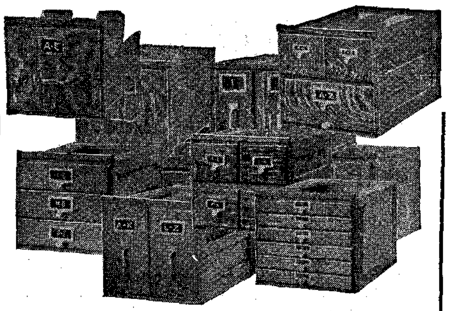
FEDERAL THE STERLING MARK ON RUBBER EXTRA SERVICE FEDERAL THE STERLING MARK ON RUBBER

6% NET For 36 years we have been paying our customers the highest returns consistent with conservative methods. First mortgage loans of $200 and up which we can recommend after the most thorough personal investigation. Please ask for Loan List No. 77 $25 Certificates of Deposit also for saving investors.
PERKINS & CO. Lawrence, Kans

Standard Dictionary superiority quickly becomes plain to the man or woman who investigates.

FREE "Linene" COLLAR
Our free sample will prove comfort and economy. Send postal stating size and whether you want high or low collar.
REVERSIBLE COLLAR CO.
Dept. C Boston, Mass.

WE WILL INVEST YOUR IDLE FUNDS TO NET YOU 6 AND 7 PER CENT ON FIRST MORTGAGE LOANS AND VENDORS LIENS
ALL TITLES GUARANTEED
LARGEST TEXAS COMPANY WRITING TITLE GUARANTY INSURANCE. ACTS AS EXECUTOR OR GUARDIAN UNDER WILL. TRUSTEE IN THE ADMINISTRATION OF ESTATES
If you wish to buy, sell or exchange, get in touch with our Real Estate Department
NATIONAL EXCHANGE INSURANCE & TRUST COMPANY, WACO, TEXAS
AUTHORIZED CAPITAL, $1,000,000.00 ASSETS, OVER $500,000.00



A

"BUILT-TO-ORDER" SAFE

WITHOUT THE EXTRA COST

What you want—what you need—is a Safe with an interior arrangement—built to meet the special requirements of your own business.

But you don't wish to spend the extra money involved in having such a Safe specially made.

And it is no longer necessary, for the **Macey Inter-Inter Safe** is built on the unit principle, which enables you to select your own units to fit your own business.

They are made in six sizes and four finishes, and are fully illustrated and described in catalog No. 6213-P.

The Macey Co

GRAND RAPIDS, MICHIGAN

VICTOR KEYLESS LOCK
CANTON OHIO

KEYLESS PADLOCK

No more lost-key troubles. No buttons to fumble. Just turn knob as directed. 40,000 combinations possible. No one can open yours but you. Operated as easily in dark as in light. Samples prepaid $1.00.

AGENTS MAKING 100 PER CENT PROFIT. Sells on *sight in city or country. Write today for* terms of free samples. A postal card will do.

Address, Victor Specialty Co., 55 Cook St., Canton, Ohio

Manufacturers

The analytical laboratory of this Institute offers its services in connection with chemical and bacteriological analyses, special scientific investigations, etc.

Address Analytical Department

THE NATIONAL VACCINE
AND ANTITOXIN INSTITUTE
Washington, D. C.

Jersey Central and 77,000 shares of Lackawanna. The value of his holdings in these three roads is reckoned by *The Wall Street Journal* at more than $20,000,000. Oliver H. Payne is the third largest holder of Reading, his shares numbering 15,000. Following is a list of the fifty largest first preferred and common shareholders as it appeared officially on the books of the company a few weeks ago.

Name	*1st Pfd.*	*Common*	*Total (including Holdings of Second Preferred)*
Lake Shore	121,300	200,050	606,650
B. & O.	121,300	200,000	606,600
P. A. B. Widener	......	100,000	100,000
Whitehouse & Co.	9,295	11,756	44,487
Pyne, K. & Holl	......	31,580	31,580
Huhn Edey & Co.	400	29,300	29,700
George F. Baker	......	17,500	17,500
A. Iselin & Co.	14,377	1,250	16,727
Oliver H. Payne	......	15,000	15,000
Est. T. McKean	11,450	3,400	14,850
Henry Graves, Jr.	9,000	......	13,000
Pomeroy Bros.	......	700	12,700
John B. Manning	1,170	8,907	12,634
J. W. Davis & Co.	264	11,720	12,084
Hancke Hencken	......	2,400	11,600
George F. Baer	7,655	3,622	11,864
Homans & Co.	......	11,400	11,400
Moore & Schley	......	10,820	10,820
Pearl & Co.	......	10,710	10,710
Lehman Bros.	1,720	5,130	9,613
C. D. Barney & Co.	......	9,375	9,375
V. Gray & Co., Lon.	......	9,060	9,060
G. A. Huhn & Sons	......	8,700	8,700
S. Japhet & Co., Lon.	......	8,110	8,110
Halle & Stieglitz	......	7,975	7,975
J. S. Bache & Co.	......	7,610	7,614
A. Lipper & Co.	......	7,029	7,329
D. P. Rumsey	......	7,200	7,200
Cornelius A. Lane	400	5,000	7,100
Strong, Sturgis & Co.	......	7,086	7,086
Henry Graves	1,000	......	7,000
Emily A. Watson	7,000	......	7,000
Stephen Sanford	......	6,954	6,954
Henry Clews & Co.	68	6,250	6,518
Keech, Loew & Co.	......	6,250	6,270
G. D. Widener est.	......	6,111	6,111
James G. Kitchen	900	2,500	6,100
George Eastman	......	6,000	6,000
Park M. Woolley	......	6,000	6,000
Joseph A. Woolley	......	6,000	6,000
E. H. Graves	2,800	......	5,420
M. C. Bouvier & Co.	......	5,275	5,375
J. J. Danzig & Co.	......	5,300	5,300
Shearson, Ham. & Co.	......	4,950	5,250
S. B. Chapin & Co.	20	5,196	5,216
N. Snellenburg	......	5,000	5,200
Wm. M. Potts	1,000	2,000	5,100
Frank W. McElroy	......	5,000	5,000
F. A. V. Twombly	5,000	......	5,000
Jos. E. Widener	......	5,000	5,000
Total 50 holders	316,051	836,176	1,794,814
Total shares outstdg.	560,000	1,400,000	2,800,000

It appears from the above that of the common stock 14 per cent. is owned by the Lake Shore and 14 per cent. by the Baltimore & Ohio. Of the first preferred Lake Shore has 21⅔ per cent., and Baltimore & Ohio the same amount, while of the second preferred Lake Shore has about 34 per cent., and Baltimore & Ohio the same. In the name of the above fifty largest stockholders stands 56½ per cent. of the outstanding first preferred, 76½ per cent. of the outstanding second preferred, and 59¾ per cent. of the outstanding common, or 64 per cent. of all of Reading's outstanding shares. The fifty include two other railroads. The common stock of Reading, being so actively dealt in on the Stock Exchange, stands in the name of various Stock Exchange houses to a much larger extent than does either Lackawanna or Jersey Central.

CAUSES OF TROUBLE IN BRAZIL

Just what internal conditions have produced the financial stress reported from Brazil are pointed out in *The Statist*, of London. Politically the situation in Brazil has greatly improved, the Government having been able to quiet the unrest in certain provinces. Political conditions, in fact, could no longer be said to affect the financial situation. It is the fall in prices

Keep Your
Face Young

Your Hair Glossy and
Abundant

Why should *not* the skin of your face be as smooth and clear as that of your body?

In 6 minutes a day we can enliven and rejuvenate your face to an extent you now believe impossible. Let us help you to **brighten tired eyes; relax tense muscles; relieve *wrinkles; keep your skin clear; your hair glossy* and abundant, your hands dainty and attractive, your feet comfortable.** We do it

By Natural Means

bringing to your nerves and muscles a renewing circulation of warm, purified blood.

Physical Culture
for the Face

This work is in charge of my nieces, who have been trained by me to help you to do for your face what I have helped over *65,000* to do for their bodies. My personal advice is always available for any pupil.

Susanna Cocroft

If you look older than you are, it is because you are not doing what you should to help nature. Do the thing that is **right** for **you.** Let us help you to be **sure.** Fully one-third of our pupils are sent us by former pupils.

If you have any of the blemishes mentioned in this coupon,

MARK "X" ➔

opposite your defects and send to us. *Write for* **Free Book** about Self Improvement.

**Grace-Mildred
Culture Course
624 S. Michigan Ave.
Dept. 24, Chicago**

Normal Course for Professional Beauty Culturists.

21

Tell us of any other defects not mentioned here.

- Sagging Facial Muscles
- Wrinkles
- Tired, Weak Eyes
- Crow's Feet
- Pouches Under Eyes
- Thin Eyelashes
- Thin Eyebrows
- Double Chin
- Flabby, Thin Neck
- Pimples
- Sallow Skin
- Freckled Skin
- Dandruff
- Thin Hair
- Oily Hair
- Dry Hair
- Tender, Inflamed Feet

By order of United States Government (Navy Department).

Memorial Tablets

Are being cast of bronze recovered from

Wreck of U. S. S. Maine

By Jno. Williams, Inc. Bronze Foundry, 538 West 27th St., New York

Send for illustrated book on tablets. Free.

The Standard Dictionary shows all the various shades of words and of meaning, contains "all the living words in the English language."

YOU CAN SLEEP after sunrise, on your sleeping porch or camping, if you wear a B. K. B. It fits comfortably over the eyes, will not fall off, and induces as well as prolongs sleep. Sent postpaid for 25 cents.

NIGHT MANUFACTURING CO.
3 Harvard Square, Cambridge, Mass.

What Every
CLUB WOMAN
Must Know!

This New Book will Show You
HOW TO WIN
POPULARITY—PRESTIGE—POWER

in club work. It outlines the management of every phase of club activity. In compact, immediately usable form, it supplies all the knowledge necessary in order that you may know what to do with your club, and what your club can do for you.

The Club Woman's Handybook

of Programs and Club Management

Compiled by KATE LOUISE ROBERTS

For many years in charge of club work in the Free Public Library, Newark, N. J.

In a volume so compact as to fit into a handbag, this guide-book gives the club woman the necessary tools to organize and conduct her club.

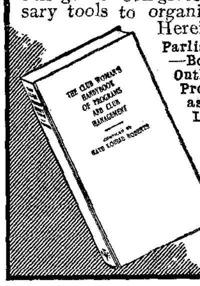
Herein you will find:

Parliamentary Rules Fully Explained—Book Lists—Topics for Papers—Outlines for Programs—Complete Programs—And Full Information as to the use of Libraries and Literary Tools — And Public Sources of Information on People and Topics of the Day.

16mo, cloth, 192 pages, 75c net

Average carriage charges 8c ex.

FUNK & WAGNALLS CO.
354-60 Fourth Avenue
New York


THE CLUB WOMAN'S HANDYBOOK OF PROGRAMS AND CLUB MANAGEMENT
COMPILED BY KATE LOUISE ROBERTS

224 Pages
Get Your Free Copy TO-DAY

MICHELL'S SEED BOOK

224 pages—profusely illustrated. Many cuts in natural colors. Tells *when—what*—and *how* to plant.

Shows in natural color and size, the beautiful claret-colored flower-spikes of the wonderful

Everblooming Butterfly Bush

A single plant perfumes a whole garden from June till frost flies. Draws the butterflies from all around. Ideal flower for cutting.

Young hardy plants, which will bloom profusely this season and each year thereafter, ready for shipment April 15th. 50c each (postpaid); 3 for $1.25; $5.00 per dozen.

Get that helpful catalog today

MICHELL'S SEED HOUSE
519 Market St., Phila.

Plant the TAPE

It's the Scientific Way
Make Vegetable Gardening Easy

Just unwind American Seedtape from spool and plant as directed. Selected seeds, properly spaced inside paper tape and fastened with glue fertilizer, insures a quick, sturdy growth, because the paper attracts moisture to the already fertilized seed. Sprouts much earlier than seeds planted in soil. Proper spacing means no seed wasted—no thinning out. You save time and back-breaking labor.

Send ONE DOLLAR for 50 ft. each of White and Red Radish, Boston and Curly Lettuce, Onion, Spinach, Beet, Turnip, Carrot and Cabbage Seeds. 500 ft. in all. Correct planting instructions in each package. Send the dollar now. NO AGENTS.

THE AMERICAN SEEDTAPE CO.
1614 Walnut Avenue Cleveland, Ohio

6 Hardy Everblooming ROSES Postpaid For Only 25c

All Sure to Bloom and Bloom All Summer

Rosemary, an exquisite silvery pink.
Clothilde Soupert, delicately variegated.
White Hermosa, pure white, very double.
Marechal Niel, a deep yellow.
La France, beautiful rosy pink.
Helen Gould, a rich crimson.

Our 25c Collections

6 Chrysanthemums 25c
6 Fuchsias 25c
6 Carnations....... 25c
6 Geraniums....... 25c
6 Coleus 25c
6 Petunias.......... 25c
6 Tuberoses....... 25c
12 Gladioli 25c
12 Pansies.......... 25c

Any 5 collections for $1.00; the entire 9 and the 6 Roses above, making

72 Plants Postpaid For Only $2.00

☞ *We guarantee satisfaction and safe arrival* ☜

Our 1914 catalog, "Floral Gems," showing over 200 flowers in natural colors, sent **FREE**

McGregor Bros. Co., Box 401 Springfield, O.

SWEET PEAS

Sweet Peas *and* How to Grow Them

By H. H. THOMAS

Every amateur gardener knows of the difficulties of growing sweet peas successfully, and of keeping the plants in bloom during the hot days of summer. He has also doubtless heard of the wonderful success of English gardeners in raising sweet peas. Here is a fully illustrated book with thorough text on how to grow sweet peas successfully, written by an Englishman who knows from practical experience everything you would wish to know about sweet peas from a discussion of varieties, through the various methods of raising them, to their diseases. *With numerous illustrations. 12mo, cloth, 60 cents net; postpaid 67 cents.*

FUNK & WAGNALLS COMPANY, 354 Fourth Ave., New York

of Brazilian commodities that has mainly produced the financial distress. It is estimated by *The Statist* that, unless prices recover later this year, the value of Brazilian exports may show another decline of $50,000,000. This fall in prices pertains mainly to coffee and rubber, Brazil's chief exports. In consequence of this, the power of the Brazilian people to buy goods from abroad has been "greatly reduced." At the same time the shrinkage in imports has caused the revenues of the Government to "decline heavily." The writer declares that drastic economies were promptly introduced by the Government, in order to "meet a situation that has come so suddenly and so unexpectedly upon them." The people of Brazil are declared to have "always sought to meet their obligations in the most praiseworthy way, and have placed their financial honor above their own comfort." As to the immediate outlook the writer says:

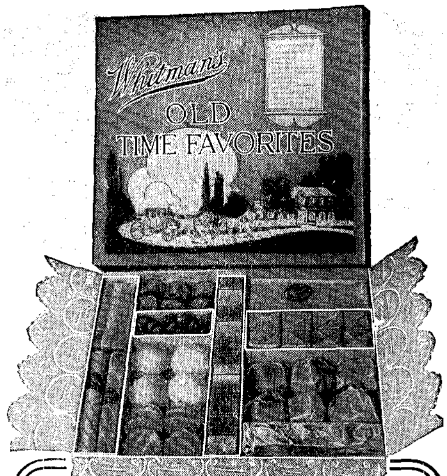
"At the present time they are remitting regularly both interest and sinking funds upon the large amount of their obligations held on this side, and notice has already been given that interest and sinking funds due on April 1, amounting to about £1,100,000, will be paid. Indeed, hopes are entertained that the expenditures both of the Government and of the people will be reduced with sufficient rapidity, and that the exports will be stimulated to an extent that they will continue both to pay for their imports and to meet their obligations. Nevertheless, it will be realized that a drop of some £20,000,000 in the income of the nation in two years in consequence of the fall in the prices of coffee and rubber is a calamity that entails very great self-denial on the part of every one in the country.

"Fortunately, during the recent period of great prosperity the country built up a gold reserve fund of some £28,000,000, and has had this fund to fall back upon in its present misfortunes. Indeed, the existence of the balance of £17,000,000 of gold still in the Conversion Office is a matter of the first importance, as it is possible that before it is exhausted the prices both of coffee and of rubber may recover, imports may be greatly diminished, and an equilibrium may be secured. At the moment, however, it is essential to note that the commodities upon which the prosperity of Brazil so largely depends have fallen further in price, and that the stock of gold in the country has again begun to ebb away. In these circumstances cooperative action by the Government of Brazil and the great houses and investors in Europe should be taken without any great delay."

MICHIGAN'S GREAT MINERAL RESOURCES

R. C. Allen, State Geologist of Michigan, recently declared that the mineral resources of Michigan are still so great that what has been taken out in the past is much less than what now remains on the ground. It is three-quarters of a century since iron and copper began to be mined in Michigan, but "the production to-day is greater than ever before," and geologists can not see why that State should not continue to "supply vast quantities of iron and copper for generations to come." Michigan produces other minerals besides iron and copper. Among them are coal, salt, gypsum, clay, marl, glass sand, and gem stones. Mr. Allen's statement contains

(*Continued on page 878*)



Old Time Candies

Mints, caramels, gum-drops, taffies, molasses candies, etc.—these are some of the old-fashioned candies in every box of

Whitman's Old Time Favorites

Other kinds there are, too, that were once your own particular favorites—but made better than you ever believed they could be.

Attractively packed in 20-ounce boxes with an old-time design and sold by Whitman agents everywhere at 60 cents a package. Sent postpaid (except Canada and extreme west) on receipt of price if no agent is near. Send for "List of Good Things."

STEPHEN F. WHITMAN & SON, Inc.,
Philadelphia
Makers of Whitman's *Instantaneous Chocolate and Marshmallow Whip*

No Plates—No Films
New Camera Just Out

Here at last—the very camera You want. **No experience needed to operate.** Amazing invention. Finished pictures made on the spot in a minute's time.

The "Mandel-ette"

A one minute camera. Eliminates films, plates and dark room. No fuss or trouble. Pictures made at small cost. Great discovery. For your vacation, at home or all occasions, you can't afford to be without a "Mandel-ette."

Special Money Back Offer

As makers and inventors, we want everybody to own a "Mandel-ette" Camera. We sell direct to you at rock bottom price. Order from this ad; make pictures with the camera, and if it does not do all we claim, we refund your money.

This wonderful camera makes pictures DIRECT ON POST CARDS without films, plates, printing or dark room. Camera weighs about 24 ounces and measures about 4 x 4 1-2 x 6 in.; size of pictures, 2 1-2 x 3 1-2 in. Loads in daylight with 16 to 50 cards at one time--no dark room necessary. Universal focus lens produces sharp pictures at all distances. Perfect working shutter. Combined "3-in-1" Developer eliminates any other solution. Pictures develop automatically in less than a minute--can't over develop. Plain instructions with each outfit enable you to begin making pictures the very hour the outfit arrives. SEND FOR OUTFIT TODAY.

$5.00 Complete Outfit

(50c extra by parcel post)

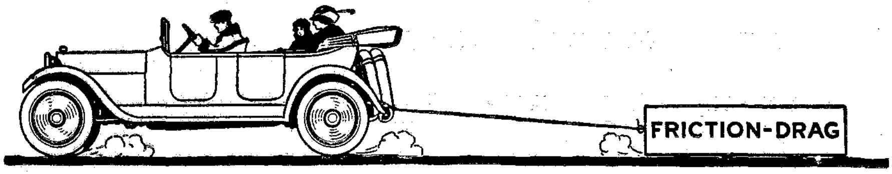
Outfit includes camera and supplies to make 16 pictures. Good tripod, $1.00 additional. Extra cards, 25c a pkg of 16. Don't wait—**ORDER NOW.**

FREE BOOK Write for it. Learn about this method of picture taking--its many advantages and big saving. You can make money too, selling these one minute pictures. Order the outfit--or write for the free book--NOW.

THE CHICAGO FERROTYPE CO.
A223 Ferrotype Bldg., CHICAGO, ILL. or Dept. A223 Public Bank Bldg., 89-91 Delancey St., NEW YORK, N.Y.

"Give me a quart of oil"

This careless request may bring costly penalties



The garage man comes out.

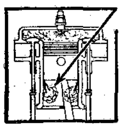
The motorist says, "Give me a quart of oil."

His "quart of oil" is poured into the crank-case, or reservoir. The car goes on.

No doubt the motorist thinks he has amply protected the 1500-odd parts of his motor.

Far from it. *One of the surest ways to invite friction-drag and motor trouble is to say, "Give me a quart of oil."*

"Give me a quart of Oil" *invites* Loss of Power

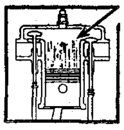


Escape of explosion past the piston rings, loss of compression and loss of power frequently result from oil of incorrect *body*. The power-loss is felt most on heavy roads and on the hills.

You can get full compression—complete power—only by using oil whose *body* suits *your* motor.

Correct *body* is seldom secured by saying, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Scored Cylinder Walls

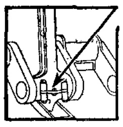


Scoring frequently results from oil of low lubricating *quality*. Often, also, the oil's *body* is too light. Then the cylinder walls have no protecting film.

Scratching results.

Too often the blame can be traced straight to "Give me a quart of oil."

"Give me a quart of Oil" *invites* Wear of Bearings

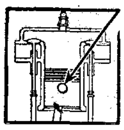


The problem of bearing-lubrication is far from simple. Bearings differ widely in type and size. The oiling systems which supply them also differ. Adjustments vary.

Both the *quality* and *body* of the oil must suit these conditions. For every oil that suits your motor bearings, you will find many which will cause undue friction.

An almost sure start toward bearing-trouble is, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Wear of Wrist-Pins

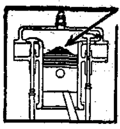


Wrist-pin lubrication is a difficult problem and little understood.

The location of the wrist-pins within the heated pistons and the slight angular motion of the bushings demand an oil which will spread readily, yet maintain the proper film between the pins and bushings.

Quick damage will come if the oil fails to meet these conditions. To encourage wrist-pin troubles prematurely, it is only necessary to say, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Carbon Deposit



Guesswork won't eliminate this trouble.

Both the *quality* and the *body* of the oil must be considered.

Suppose the *body* is too light for the piston clearance. The oil then works too freely into the combustion chambers. In burning, excess carbon accumulates unless the oil's ash is light and naturally expelled through the exhaust.

An easy road to carbon trouble is, "Give me a quart of oil."

"Give me a quart of Oil" *invites* Noise

Noise is often a sign of worn parts—resulting from friction.

It may be dull "thump" at every revolution of the main shaft. It may

A guide to correct Automobile lubrication

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example, "A" means "Gargoyle Mobiloil A," "Arc." means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil "A." The recommendations cover both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
" (4 cyl.)	A	E	A	Arc.	A	Arc.	....	....	....	....
Avery	A	E	A	E	A	A	A	A	A	A
Buick (2 cyl.)	A	A	A	A	A	A	A	A	....	....
" (4 cyl.)	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Cadillac (4 cyl.)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	E	A	E	A	E	A	E	Arc.	Arc.
" Com'l.	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Case	....	....	A	A	A	Arc.	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Chase	B	B	B	B	B	B	B	B	B	B
Cole	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Fiat	A	A	B	A	A	A	B	A	B	A
Flanders	E	E	E	E	Arc.	Arc.	....	....	....	....
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	....	....
Ford	A	Arc.	E	E	E	E	E	E	E	E

GARGOYLE

Mobiloils

A grade for each type of motor

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Franklin	B	Arc.	A	Arc.	A	Arc.	A	Arc.	A	A
" Com'l.	B	A	B	A	A	Arc.	A	Arc.	....	....
G. M. C.	....	....	....	....	Arc.	Arc.	A	Arc.	A	Arc.

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Havers 6-44	....	....	A	Arc.	A	Arc.	A	Arc.	A	A
Havers 6-60	....	....	....	....	....	....	....	....	Arc.	Arc.
Haynes	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile "20"	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
" "32"	....	....	....	....	....	....	A	Arc.	A	Arc.
I. H. C. (air)	....	....	....	....	....	....	B	A	B	A
" (water)	....	....	....	....	....	....	A	A	A	A
International	B	A	B	B	B	A	....	....	....	....
Interstate	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Jackson (2 cyl.)	A	A	....	....	....	....	....	....	....	....
" (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Jeffery	....	....	....	....	....	....	....	....	A	A
Kelly	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
King	....	....	A	E	A	E	A	E	A	A
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	A	Arc.
Knox	B	A	B	A	B	A	B	A	B	A
Krit	A	A	A	A	A	A	A	A	A	A
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Lozier	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Mack	A	E	A	E	E	E	E	E	A	A

be "knocking" of worn wrist-pins. It may be "hissing" within the cylinders. It may be "knocking" caused by excessive carbon deposit.

When a comparatively-new car pounds and racks its way along the roads it is seldom necessary to ask what brought on premature old age. Generally it is undue friction—resulting from incorrect lubricating oil. A way to invite premature noise is an off-hand request, "Give me a quart of oil."

"Give me a quart of Oil" *increases* Maintenance Cost

If the oil's *quality* is low, a larger quantity is necessary to maintain a film.

If its *body* is incorrect, you have incomplete protection for the moving parts.

In either case excessive friction-drag results. Fewer miles are obtained from each gallon of gasoline. Your fuel and repair bills mount up.

This common waste is the frequent result of "Give me a quart of oil."

"Give me a quart of Oil" *reduces* Second-Hand Value

What fixes the selling price of a used car? (1) The condition of the motor. (2) The condition of the chassis. (3) The condition of the body.

The motor is the vital part of the car. The motor condition, therefore, is most important.

At a recent sale in New York City, second-hand cars of uniformly prominent makes were auctioned off. The bodies were in good condition. The prices of the cars originally ranged from about $2000 to $5000. *The selling price in some cases was as low as $100.*

Why? Because the motors and other moving parts were badly worn.

Was the wear due to long service? No. The age of most of these cars disproved that. *Premature* wear was evident.

It is safe to say the owners of these cars had used the common expression —"Give me a quart of oil." They paid a high price for their carelessness.

How to secure the correct oil for your car

DO not say "Give me a quart of oil."

You want an oil whose *body* is correct and whose *quality* is best suited to the requirements of your motor.

Ask for that oil and get it.

Below we print, in part, our Chart of Automobile Recommendations.

This Chart is the result of the most far-reaching and thorough study of automobile lubrication that has ever been made.

It was prepared by a company whose authority on scientific lubrication, for every class of machinery, is recognized throughout the world—The Vacuum Oil Company.

It was prepared after a careful analysis of the motor of each make and model of American and foreign cars.

For a number of years this Chart has been the standard guide to correct automobile lubrication.

The superior efficiency of the oils specified has been thoroughly proven by practical tests.

Make a note of the grade of Gargoyle Mobiloil specified in this Chart for your car. Then make sure that you get it.

You will then give your motor oil of *body* and *quality* which will yield you the fullest power, the greatest freedom from friction, and the greatest pleasure in motoring.

If your car is not listed below, send for our *complete* Chart of Recommendations.

In buying Gargoyle Mobiloils, it is safest to purchase in original barrels, half-barrels, and *sealed* five-gallon or one-gallon cans.

Look for the red Gargoyle on the container.

On request we will mail a pamphlet on the Lubrication of Automobile Engines. It describes in detail the common engine troubles—and gives their causes and remedies.

The various grades of Gargoyle Mobiloils, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

They can be secured from reliable garages, automobile supply houses, hardware stores, and others who supply lubricants.

For information, kindly address any inquiry to our nearest office.

VACUUM OIL CO., Rochester, U. S. A.

Specialists in the manufacture of high-grade lubricants for every class of machinery.
Obtainable everywhere in the world.

BRANCHES:
DETROIT Ford Bldg.
BOSTON 49 Federal St.
NEW YORK 29 Broadway
CHICAGO Fisher Bldg.
PHILADELPHIA 4th & Chestnut Sts.
INDIANAPOLIS Indiana Pythian Bldg.
MINNEAPOLIS Plymouth Bldg.
PITTSBURGH Fulton Bldg.

GARGOYLE
Mobiloils
A grade for each type of motor

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Mack, Jr.	....	....	....	....	....	....	....	....	A	Arc.
Marion	A	E	A	E	A	Arc.	A	Arc.	....	....
Marmon	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Maxwell (2 cyl.)	E	E	E	E	E	E	....	....	....	....
" (4 cyl.)	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Mercer	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mitchell	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Moline	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Moline Knight	....	....	....	....	....	....	....	....	A	A
Moon (4 cyl.)	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Moon (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
National	A	A	A	A	A	A	A	A	A	A
Oakland	A	E	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Oldsmobile	A	E	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Overland	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Paige Detroit	E	E	A	Arc.	A	E	A	E	A	A
Pathfinder	....	....	....	....	....	....	A	Arc.	Arc.	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow Com'l	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Premier	A	Arc	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Regal	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
S. G. V.	....	....	B	Arc.	B	Arc.	B	Arc.	A	Arc.
Selden	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" "Mead"	....	....	....	....	....	....	A	Arc.	B	A
Stearns	Arc.	Arc.	A	Arc.	A	Arc.	....	....	....	....
" "Knight"	....	....	....	....	A	A	A	A	A	A
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	Arc.	Arc.	A	A	A	A	A	A	....	....
" " "Knight"	....	....	....	....	A	A	A	A	....	....
Studebaker	E	E	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Stutz	....	....	....	....	A	A	A	A	A	A
Velie 9-45	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Velie 9-50	....	....	....	....	....	....	....	....	Arc.	Arc.
Walter	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White (Gas)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.

SAFETY FIRST

You never bought better tires than you buy in Goodrich Tires this year

We never made tires as good as we are now making them.

❖ ❖ ❖

This is simply for the reason that in all our forty-four years of manufacturing experience our idea has been longer service and more satifaction to tire users.

❖ ❖ ❖

Goodrich leads in *quality*. We set the standard by which all other tires are judged.

❖ ❖ ❖

We have not only been pioneers in perfecting and devising the best means to put mileage and quality into rubber and fabric, but we have been the pioneers in bringing tire prices to their present low level and raising the standard of quality.

❖ ❖ ❖

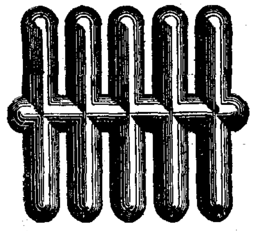
All this in addition to the pleasing sense of security which you have when you equip your car with Goodrich Safety Tread Tires.

The Accepted Standard

Goodrich Safety Tread Tires

Best in the Long Run

The Goodrich Safety Tread



Five Bars and a Crosstie —the Safety First Symbol

Just the unit-group of bars and crosstie which brace and balance the strain on the tire *so that the Safety Tread runs* as a smooth tread does and gives more actual service and mileage.

Pay no more than the following prices for the accepted standard automobile tire.

Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices	Size	Smooth Tread Prices	Safety Tread Prices	Grey Inner Tube Prices
30x3	$11.70	$12.65	$2.80	34x4½	$33.00	$35.00	$6.15
30x3½	15.75	17.00	3.50	35x4½	34.00	36.05	6.30
32x3½	16.75	18.10	3.70	36x4½	35.00	37.10	6.45
33x4	23.55	25.25	4.75	37x5	41.95	44.45	7.70
34x4	24.35	26.05	4.90	38x5½	54.00	57.30	8.35

Dealers almost everywhere have Goodrich Tires or can get them for you from one of our Branches or Depots.

Factories: Akron, Ohio **The B. F. Goodrich Co.** Branches in All Principal Cities

There is nothing in Goodrich Advertising that isn't in Goodrich Goods

Jumped Over His Head!

WILL Warren is the man who did it. Right over the head of the man ahead. Today, he sits in a chair that means executive power and $10,000 a year. There are 43,000 Will Warrens—men who jumped over the other fellows' heads—men who used their spare time developing themselves—fitting themselves for the big jobs, the thick pay envelopes. They all admit—

Sheldon Showed the way

He will do the same for you. He will show you how to develop and classify your business knowledge and how to convert it into bigger income. You can master Sheldon's Science of Salesmanship and Business Building during your spare hours.

The Sheldon Book Free

It gives you the foundation principles of success-building through self-development. Shows how to measure your power and possibilities—how to transform latent ability into real dollars—how to master men and business problems—how to make Big Men bid for your service. This book is absolutely free to you. Fill out the coupon below.

THE SHELDON SCHOOL
423 Gunther Building **Chicago, Ill.**

Sheldon School
423 Gunther Building, Chicago, Ill.

Please send me free the Sheldon Book as I want to learn how to "jump over the man ahead."

Name..
Address..
City..
State..

INVESTMENTS AND FINANCE

(*Continued from page* 875)

items of interest about these minerals as follows:

"Gravel, clay, and marl are all found in the glacial drift which is the universal soil formation of the State. Gravels are becoming more and more valuable for use in road-building and road ballast. Marls are used in the production of Portland cement. Marl beds occur in many of the inland lakes of the State and constitute the basis of an important Portland-cement industry. Michigan makes more cement from marl than any other State.

"The Michigan coal basin occupies over 5,000 square miles of territory in the south-central part of the peninsula. It has been estimated that there are 8,000,000,000 tons of coal in the Michigan basin. The value of the coal produced is more than $3,000,000 annually.

"Rock salt occurs in the rocks of the Salina series and is produced through a shaft at Detroit. The greater part of the salt production of the State, however, is obtained by the pumping of brines and evaporation with waste fuel from lumber mills or in especially constructed vacuum pans. Salt is produced mainly at Detroit and northward along Lake St. Clair, in the Saginaw Valley, and at Ludington and Manistee. The value of the salt products of Michigan is about $2,500,000 annually and exceeds that of any other State. Gypsum occurs in the Grand Rapids group of the carboniferous series. The annual production is valued at from $600,000 to $800,000.

"The copper industry in Michigan began as early as 1845. The copper mines are located on Keweenaw point and southwestward in Ontonagon County. Michigan has the distinction to-day of being, all years considered, the largest contributor in metallic copper; of exhibiting the largest copper-mining operations; of attaining the lowest cost per ton of ore handled; of exploiting with profit ores of lower grade than are mined elsewhere, and of paying larger total dividends than any other mining district in the world.

"Copper occurs in native form, mainly in conglomerates and trap beds. The Calumet and Hecla copper lode is three miles long and twelve to fifteen feet thick, and is mined at a depth of over one mile. From the mines the copper ore is hauled to the mills, most of which are located on the lake. In the mills the copper is separated from the rock, sent to the smelters, where it is refined and cast into shapes for shipment. There is vastly more copper in the ground in Michigan than has been mined, and Michigan will produce copper for many, many years to come.

"Iron was discovered in the Lake Superior region in 1844, near Negaunee, by William A. Burt, who was in the employ of Dr. Douglass Houghton, the first State Geologist of Michigan. For nearly half a century, prior to 1901, Michigan held first place in the production of iron ore. Since that time the production in Minnesota has been much greater than that of Michigan.

"As old mines are abandoned, new mines are started on new discoveries of ore, and altho Michigan has been mining iron ore for nearly seventy years, there still remains in the ground ready for mining, almost, if not quite as much iron as has been produced in all preceding years. In other words, more ore is developed and discovered each year on the average than is mined that year, and at the present time the outlook is exceedingly encouraging for an indefinitely long and prosperous period of iron mining. Michigan produces normally from 10,000,000 to 13,000,000 tons of iron ore annually, and it is expected that this production will materially increase in subsequent years."

THE SPICE OF LIFE

Just Once.—TEACHER—"Willie, what is your greatest ambition?"

WILLIE—"To wash mother's ears."—*Stanford Chaparral.*

No Need to Worry.—DISTREST DAMSEL—"Oh, sir, catch that man! He wanted to kiss me."

PENSIVE PEDESTRIAN—"That's all right. There'll be another along in a minute."—*Williams Purple Cow.*

Cruel.—CHOLLY—"When I was a boy, you know, the doctor said if I didn't stop smoking cigarets I would become feeble-minded."

MISS KEEN—"Well, why didn't you stop?"—*Boston Transcript.*

Wifey Scores.—"Why do you feed every tramp who comes along? They never do any work for you."

"No," said his wife, "but it is quite a satisfaction to me to see a man eat a meal without finding fault with the cooking."—*Cincinnati Enquirer.*

Efficiency.—"I hope," said one wife to another, "that you never nag your husband."

"Only when he is beating the rugs," said the second one. "When he is thoroughly irritated he makes a much better job of it."—*Ladies' Home Journal.*

Erasing Robert.—"S-s-s-s-sus-say, ma," stammered Bobby, through the suds, as his mother scrubbed and scrubbed him, "I guess you want to get rid o' me, don't you?"

"Why, no, Bobby dear," replied his mother. "Whatever put such an idea into your mind?"

"Oh, nuthin'," said Bobby, "only it seems to me you're tryin' to rub me out."—*Onward.*

Distinction without Honor.—She was very romantic, and when she saw the scars on his face she jumped at conclusions.

"I think I have discovered your secret," she softly said. "You are a Heidelberg duelist and likewise a German baron."

He shook his head gloomily.

"I am not a baron," he said, "and I never heard of Heidelberg. I'm only the fellow the students practise on at the barbers' college."—*Cleveland Plain Dealer.*

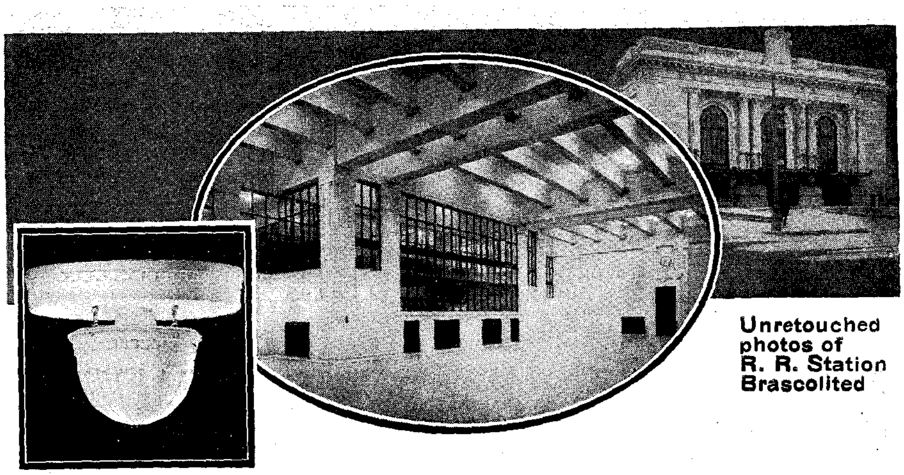
Foozled.—John Henry was keeping company with Myrtle Marie, and when the father of the latter returned from the office one evening he was timidly approached by his pretty daughter.

"Papa," said the fair one, "did John Henry call on you this morning?"

"Yes," answered the paternal one, "but I couldn't make out much of what he said."

"Couldn't make out what he said!" returned Myrtle Marie, wonderingly. "What do you mean?"

"As near as I could understand," explained papa, "he said he wanted to marry me; that you had enough money to support him, and that we had always loved each other, so I told him to go home and write it out in plain English."—*Washington Post.*



Unretouched photos of R. R. Station Brascolited

Maximum Lighting Efficiency

For Offices, Stores, Places of Amusement and Public Assembly, Hotels, Restaurants, Factories, Churches and Libraries

Minimum Current Consumption

The Brascolite is not a new kind of bulb but a fixture (patented)—it is the principle on which this fixture is constructed that makes it so efficient—giving a shadowless, white, uniform, soft light—producing better and more complete illumination with fewer light units and, therefore, less current consumption. Look at the picture—the bowl diffuses the light rays—the depolished plane above the bowl reflects them—the combination throws the light evenly over a very wide area; making Brascolite more efficient than direct reflected light and 50% more efficient than indirect lighting (by Photometric tests). The

TRADE MARK

BRASCOLITE

DIFFUSION PLUS REFLECTION

system is daily being installed to *replace* both direct reflected and indirect lighting systems architects and lighting engineers are specifying Brascolite for new buildings.

Try A Brascolite For 60 Days

in your library, billiard room, hall, vestibule or private office—this intimate use will enable you to judge of its efficiency—convince you that it's needed in your business offices, store, etc. Your dealer will install the light—try it 60 days—if not satisfied return it and get your money back. If satisfied and you order Brascolite for business equipment totaling $100.00, your dealer is authorized to refund to you the purchase price of your trial light.

What is your Business? Check off on list below and mail to us so we may send you specific information on Brascolites designed to fit your exact business needs.

Factory, owner, manager; Office Building, owner, manager; Head of Large Office Force, Theatre, Hall, Restaurant, or other large assembly place, owner, manager; Hotel, owner, manager; Club, manager, board; Church, clergyman, vestryman; Library, Hospital, superintendent, head nurse; Store, owner, manager; Architect, Electrical Engineer, Power Plant, owner, superintendent. Any place where good light is essential to good work or comfort of patron or employee.

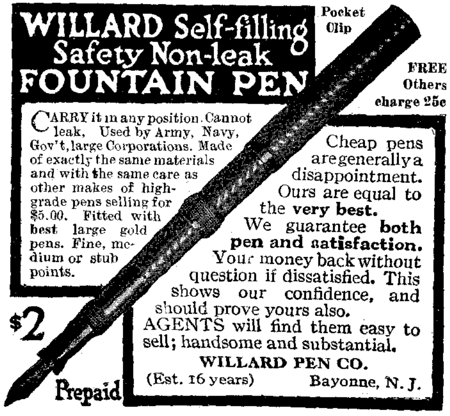
Ask Any Good Fixture Dealer

Luminous Unit Co., 2604 Washington Ave., St. Louis, Mo.

BRANCHES:

New York Office
Edward O. Coles, 56-58 W. 45th St.

Chicago Office
Thos. G. Greer Co., 627 W. Jackson Blvd.



WILLARD Self-filling Safety Non-leak FOUNTAIN PEN

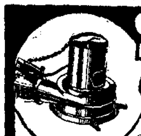
FREE Others charge 25c

CARRY it in any position. Cannot leak. Used by Army, Navy, Gov't, large Corporations. Made of exactly the same materials and with the same care as other makes of high-grade pens selling for $5.00. Fitted with best large gold pens. Fine, medium or stub points.

Cheap pens are generally a disappointment. Ours are equal to the **very best.** We guarantee **both pen and satisfaction.** Your money back without question if dissatisfied. This shows our confidence, and should prove yours also. AGENTS will find them easy to sell; handsome and substantial.

WILLARD PEN CO.
(Est. 16 years) Bayonne, N. J.

$2 Prepaid



Suction Cleaner $25

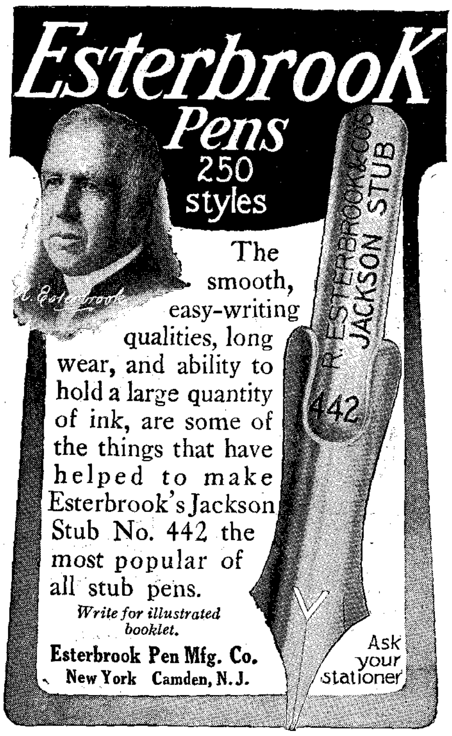
Use this Barnes Electric Suction Cleaner 48 hours—do all your cleaning—rugs, upholstery, mattresses, etc., and if it does all this work to your entire satisfaction send us $25—if not, return the Cleaner—we pay express both ways.

The Cleaner weighs only 7-lbs., is compact, efficient, durable and fully guaranteed. It has been tested by the Good Housekeeping Institute—has their stamp of excellence. The Barnes is fully equipped with hose attachments WITHOUT EXTRA cost—it is ready for all kinds of work. Any place East of Rocky Mountains the price is only $25. Easy payment plan if desired.

Write today for the 48 hour FREE TRIAL.

AGENTS and DEALERS will find the Barnes a mighty good selling proposition. Write for particulars.

THE ADVANCE MFG. COMPANY,
644 W. Willard St. Kalamazoo, Mich.



Esterbrook Pens
250 styles

The smooth, easy-writing qualities, long wear, and ability to hold a large quantity of ink, are some of the things that have helped to make Esterbrook's Jackson Stub No. 442 the most popular of all stub pens.

Write for illustrated booklet.

Esterbrook Pen Mfg. Co.
New York Camden, N. J.

Ask your stationer

Telling Him.—Employee—"I don't like your methods of doing business, Mr. Grafton. I resign."

"Practical" Business Man (sneeringly)—"You're a holier-than-thou guy, eh?"

Employee—"No; merely a square peg in a crooked hole."—*Puck.*

No Time for Small Fry.—"Gent up-town telephones for an officer at once. Burglar in the house."

"Let me see," said the captain, reflectively. "I've got four men censoring plays, two inspecting the gowns at a society function, and two more supervising a tango tea. Tell him I can send him an officer in about two hours."—*Kansas City Journal.*

Aged.—"Why, look here," said the merchant who was in need of a boy, "aren't you the same boy who was in here a week ago?"

"Yes, sir," said the applicant.

"I thought so. And didn't I tell you then that I wanted an older boy?"

"Yes, sir. That's why I'm back. I'm older now."—*Ladies' Home Journal.*

The Ones to Dodge.—"Doesn't it give you a terrible feeling when you run over a man?" they asked him.

"Well, if he's a large man," replied the automobilist, "it does give one a pretty rough jolt."—*Ladies' Home Journal.*

Out of Date.—"Wasn't there something about a promise to love, honor, and obey me in that marriage ceremony?" asked Mr. Meekton.

"My goodness, Leonidas? You are like some of those politicians who never quit talking about a party platform."—*Washington Star.*

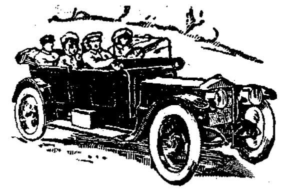
A Dark Deed.—Wife (entering room wringing her hands with an expression of extreme agony)—"Now I have done it. But it serves me right for not turning on the light. I might have known I would make a mistake."

Husband (who is reading the papers)—"Great guns!" What have you done? Taken bichloride?"

Wife—"Bichloride? No. I put a two-cent stamp on a postcard."—*Columbia Jester.*

Travel and Resort Directory

See Europe in an Auto!



We rent the best Automobiles for British and Continental touring at the lowest tariff in Europe. Tour-book, containing tariffs, full information, 10,000 miles of detailed itineraries, also unique scheme of Personally Conducted Automobile Tours free on request.

International Autotravel Co.
26-30 Morning Post Buildings
The Strand, London, England

ALL ABOUT TRAVEL & TOURS IN
NORWAY
SWEDEN AND DENMARK
SCANDINAVIAN TRAVEL BUREAU
18 BROADWAY, GEN'L. AGENCY. NEW YORK CITY

Switzerland's National Exhibition in Berne
May to October 1914

On no account should you miss a visit to the picturesque capital of Switzerland and her great exhibition.
For 10c postage we will send you our *Pocket Guide No. 24*, which tells all about it.
Official Information Bureau of Switzerland
241 5th Ave., N.Y. City

USEFUL MAP OF GREAT BRITAIN FREE
Also Illustrated Book of Tours on the
Great Western Railway of England
connects Liverpool, Plymouth, Fishguard, and Bristol with London via the best of Historic England.
T. Kateley, Gen. Agt., 501 Fifth Avenue, New York
R. H. Lea, Gen. Agt., 35 Adelaide Street, East, Toronto, Canada

Travel and Resort Directory

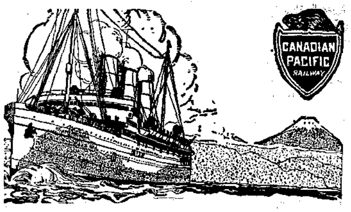
AIX-LES-BAINS
PLM
Queen of Residences
Residence of Queens
8 hours from Paris on
PARIS-LYON-MEDITERRANÉE RY
France's Greatest Railway
Climatic and Thermal Station of first order. Splendid modern hotels. Headquarters for **automobile trips** on the famous
ROUTE DES ALPES
All Information from
P. L. M. General Agency
281 Fifth Ave., Cor. 30th St., N. Y.

ALL EUROPE
also
Siberia, China, Japan, Hawaii
May, June, July, August.
De Potter Tours, (Est. 1879) **175 5th Ave., New York**

EUROPE; ORIENT
FREE detour to Greece. Co-operative, high grade. Best value ever given. Small, select parties; *expert leaders*. Best references. 14th year. Orient, Apr. 29; Europe, June; World, Oct. Representative wanted. **Prof. and Mrs. Libby, SOUTHERN BUREAU OF TRAVEL, Box D, Spartanburg, S. C.**

LONDON HOTELS

ST. ERMINS HOTEL
at the Heart of London
Most Quiet yet Most Central of all the large London Hotels, close to American Embassy and principal places of interest. Private Corridor to St. James' Park Station, thus
Convenient for All Parts of London
Excellent Grill. Moderate Charges. Every Modern Comfort. Steam Heated.
Inclusive from $3.00 per day.
Rooms with private bath. **Orchestra 4.30 till 11.** Concert Teas in Handsome Lounge. A recognized rendezvous for American visitors. *Illustrated Booklet FREE* from this paper. Telegrams "Erminites, Vic," London.
ST. JAMES' PARK, LONDON, S.W.



10 Days to Japan
Fascinating Trip
The quaint cities, wonderful shops and amusing people of the gay little Island Empire, are now reached almost as quickly as Europe.
10-day voyage takes you, passed on the finest, most luxurious liner in any service. **$300 round-trip fare from Vancouver.** Expense no greater than European tour.

Empress of Russia
Empress of Asia
Single, two and three berth rooms and suites with private bath. Oriental service delightful. Filipino Band a novel feature.
15 days to Shanghai, 18 to Hongkong. New Diverse Route privilege allows travelers to visit **Honolulu** and **Manila** without extra charge.
Canadian Pacific offices in Yokohama, Kobe, Shanghai and Hongkong will obtain reliable guides and offer every assistance.
Equipment, voyage and countries visited described in our Trans-Pacific folder No. 126.
Full information as to **Canadian Pacific** Oriental, Australasian and Around-the-World tours cheerfully given by any Canadian Pacific Agent, or address (89)
C. E. BENJAMIN, G. P. A.
Trans-Pacific Service, Canadian Pacific Ry.
Montreal

ENGLAND & SCOTLAND
WEST COAST ROYAL MAIL ROUTE
Shakespeare Country
Washington Country
Geo. Eliot Country
Picturesque North Wales
Beautiful Lake District
in
"MERRIE ENGLAND"
The Home and Haunts of
Scott & Burns
Trossachs & Scenic tours
in
"BONNIE SCOTLAND"
Illustrated literature, maps (free) and all information. American office of the London North Western and Caledonian Rys.
A. G. WAND, Agent, 287D Fifth Ave., N.Y.

Classified Columns

PATENTS AND ATTORNEYS

PATENTS THAT PROTECT AND PAY. Advice and books free. Highest references. Best results. Promptness assured. Send sketch or model for free search.
Watson E. Coleman, Washington, D. C.

IDEAS WANTED.—Manufacturers are writing for patents procured through me. 3 books with list 200 inventions wanted sent free. Advice Free. I get patent or no fee. R. B. Owen, 45 Owen Bldg., Washington, D. C.

TYPEWRITER BARGAINS

LARGEST STOCK OF TYPEWRITERS in America. All makes. Underwoods, L. C. Smiths, Remingtons, etc. ¼ to ½ Mfrs. prices (many less). Rented anywhere, applying rent on price. First class rebuilt machines—rent one and judge on these most liberal terms. Write for Catalog 125. Typewriter Emporium (Estab. 1892), 34-36 W. Lake St., Chicago.

A man can gain some new knowledge from the Standard Dictionary every day through his whole life—and then turn it over to his children for *their benefit.*

REAL ESTATE

FACTS ABOUT THE SOUTHEAST. Farm lands average less than $17 an acre. Beef, pork, dairying and poultry make big profits. Large returns from alfalfa, cotton, corn, truck, fruits and nuts. Good local and nearby markets. Ample rain, mild winters, enjoyable summers. Industrial openings everywhere. The "Southern Field" magazine and state booklets free. M.V. Richards, Land and Ind. Agt., Southern Ry., Room 57, Washington, D. C.

BUSINESS OPPORTUNITIES

PATENTS SECURED OR FEE RETURNED. Send sketch for free report as to patentability. GUIDE BOOK and WHAT TO INVENT, with valuable List of Inventions wanted, sent free. ONE MILLION DOLLARS offered for one invention. Patents secured by us advertised free in World's Progress; sample free.
Victor J. Evans & Co., Washington, D. C.

Men of Ideas and inventive ability should write for new "Lists of Needed Inventions," "Patent Buyers" and "How to Get Your Patent and Your Money." Advice FREE. Randolph & Co., Patent Attorneys, Dept. 13, Washington, D. C.

Travel and Resort Directory

Travel and Resort Directory

Going to EUROPE

via the **Baltimore-Southampton-Bremen service** of the North German Lloyd means traveling in comfort and safety on large modern ONE CLASS (II) CABIN steamers. Low Rates—Delicious meals.

Write today for rates and sailings. Send 10c for valuable travel guide, "How to See Germany, Austria and Switzerland"—by P. G. L. Hilken, who tells with terseness and lucidity "what to see and how to see it."

5 Weeks' Vacation Tour to London, Paris and Berlin including Rhine Trip for $178.40

A. SCHUMACHER & CO., Gen'l Agents 164 S. Charles St., Baltimore, Md.

Canadian Northern "Royals" To Europe

Montreal-Quebec to Bristol Eng. via Scenic St. Lawrence

2½ days on the beautiful, historic St. Lawrence, 3½ days at sea, to Bristol, Eng. (2 hours to London). Speedy, restful voyage to Europe. Our palatial speedy steamships **"Royal Edward"** and **"Royal George"** are equipped with every convenience for your comfort—

Cabins "de Luxe"

—suites and rooms with private baths, elevators, wireless, six passenger decks, spacious promenades, etc. Call or write to any agent for booklet, sailing dates, cabin chart.

Canadian Northern Steamships, Ltd., Toronto, Can.

Chicago, Ill., 64 W. Adams St.
Pittsburg, Pa., 214 Park Building
St. Paul, Minn., 4th & Jackson Sts.
Duluth, Minn., 424 W. Superior St.
San Francisco, Cal., 250 Market St.
Halifax, N. S., 123 Hollis St.
Toronto, Ont., 68 King St., E.
Quebec, Que., Can. North. Dpt.
Montreal, Que., 226 St. James St.
Ottawa, Ont., Russell House Bl'k.
Winnipeg, Man., 583 N. Main St.

BUREAU OF
University Travel

The best tour is the one that has the best leader, it matters little where he goes.

SPRING TOURS

To Italy: Sail April 25. Leader: Prof. E. W. Clark of Rome.
To Spain: Sail May 7. Leader: Mr. Rossiter Howard of Paris.

Extensions to France, Germany, England, Norway

SUMMER TOURS

To Greece: Sail June 6. Leader: Dr. C. L. Babcock of Boston.
To Italy: Sail June 27. Leader: Dr. T. L. Wright of Beloit.
To Norway: Sail June 16. Leader: Dr. Geo. H. Allen of Berlin.

Other Tours. Other Leaders. All Seasons.

Write for our literature.

61 TRINITY PLACE, BOSTON, Mass.

ROYAL TOURS

Send for Booklet

Ideal Tours to Europe with special **Recreational Features. $440 up.**
ROYAL TOURS, 1 Madison Ave., New York

EUROPE and ORIENT

33rd Season—Limited Parties
Exceptional Advantages
PAINE TOURS, GLENS FALLS, N. Y.

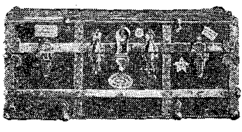
EUROPEAN TOUR: June 16—Sept. 20

MR. and MRS. WILFORD S. CONROW

All travel First Class. France, Italy, Switzerland, Germany, Belgium, England. Auto Trips. Many unusual places visited. $690. Steamer extra. Write R. T. MOUNT, 27 William Street, New York City.

LANGUAGE CONVERSATION TOURS

French, German, Italian, Spanish
$375—FOUR SEPARATE TOURS—$395
Free Booklet B **601 Boylston St., Boston**



Insure Your Luggage!

Whether a brief vacation or an extended tour, our Baggage Policy enables you to travel with a care-free mind and thoroughly enjoy your trip.

Costs but a few cents a day
May save hundreds of dollars

Indemnifies you against loss from fire, theft, etc., in custody of railroad, express company, steamship, hotel or clubhouse.

We are the oldest joint stock Insurance Company in America and guarantee prompt settlement. Write for full information.

FOUNDED 1792

INSURANCE COMPANY OF NORTH AMERICA
228 Walnut St. Philadelphia
Capital $4,000,000
Surplus $8,500,000

CLARK'S ORIENT CRUISE

17th Annual, Feb. 14. Sixty-five Glorious Days. MAMMOTH SUMPTUOUS **"ROTTERDAM"** 24,170 Tons **$400** up, including Shore Trips, Hotels, &c. Europe stopovers; Paris or London, 1 week, $30, &c. Positively the most attractive trip next winter.

AROUND THE WORLD

high grade tours; small membership; best leadership. East and West in Sept., Oct., Dec. and Jan.

TOURS TO EUROPE

June-July, $275 up; unequalled value.

Frank C. Clark, Times Bldg., New York

EUROPE

Five Series of Excellent Tours. All Routes. Superior Arrangements.

THOS. COOK & SON
245 Broadway New York

EUROPE

High Class Travel Limited Parties

Spring and summer tours for $300, $395, $530, $785, $1,000. Spring tour in April. Send for literature and booklets.

PIERCE TOURIST CO., 1480 B'way, N. Y.

EUROPE—EXCEPTIONAL

A chaperon of fifteen years' experience in conducting educational trips abroad has decided to take a limited number on a three months vacation tour, sailing early in June.

For particulars address: Miss B. E. JOHNSTON, 241 Mt. Vernon Ave., Marion, Ohio.

$415 Comprehensive Summer Tour EUROPE

New York to Naples. University man leader. Other popular trips. **The Shelton Parties,** Box X, 1049 Old So. Bldg., Boston, Mass.

EGYPT and ORIENT, MAY 23

BEST OF EUROPE, June 20-24. It.—Eng. Send for Plans, Methods, Booklets, etc.
UNIVERSITY TRAVEL-STUDY CLUB, Syracuse, N.Y.

EUROPE, ORIENT, GREECE, MIDNIGHT SUN

Long and short tours sail June—July via Azores, Madeira, Gibraltar, Spain, Algiers. *16th year. Illustrated booklet with map.*
Johnson Tours, 210 E. Preston St., Baltimore, Md.

EUROPE

Attractive Trips at Moderate Cost
Mediterranean and Northern Countries
Efficient Management. Small Parties.
Pension Tours at low rates
ROUND THE WORLD
Inclusive rates: $1625 and $2000
The Pilgrim Tours
300 Washington Street, Boston
Raymond & Whitcomb Co., Agents
New York Phila. Chicago San Fran.

RAYMOND - WHITCOMB TOURS

FOR THE DISCRIMINATING TRAVELER WHO DEMANDS THE BEST

EUROPE

The Most Wonderful Itineraries Ever Planned

SPECIAL TOURS
British Isles, North Cape, Russia, Grand Swiss Tour, Grand German Tour, Spain, General Tours
Small Parties. Frequent Departures.

AUTOMOBILE TOURS
Through the most picturesque parts of Europe. $800 to $1350.

ROUND THE WORLD
Year's tour, including **Cashmere** and **Bagdad,** August. Other Tours later.
Which Booklet may we send you?

RAYMOND & WHITCOMB CO.
Boston New York Phila. Chic. S. Fr.

EUROPE and ORIENT

An especially fine tour sailing April 25. Other tours, various dates and routes, Norway, Sweden and Russia.

AROUND THE WORLD

Summer tour via Siberia.
Westward and Eastward in Fall.

SUMMER TOUR TO JAPAN
INDEPENDENT TRAVEL, MOTOR TOURS

Whatever your travel desires, write us.

H. W. DUNNING & CO.
102 Congregational House, Boston, Mass.
Hotel Oakland, Oakland, Cal.

---

50 TOURS TO EUROPE

From $170 to $810
Complete Itineraries Mailed Free
GEO. E. MARSTERS
248 Washington St., Boston; 31 W. 30th St., N. Y.

GOLDEN RULE TOURS

27th year. Sailings June and July to Naples. Send for booklet.
EDWIN VAN DEUSEN, Hollis, L. I.

EUROPE and ORIENT

Mediterranean Tours (including **Egypt—Holy Land, Spain** and **Special Balkan Tour**), April, June, July.
Northern Tours (including **Norway, Sweden, Russia**), June, July, August.
"Best in Travel." Booklets upon request.

ALTHOUSE TOURS CO.
1333 Walnut St. Philadelphia

EUROPE—TOURS OF CHARACTER—1914

Parties sail Spring and Summer. Tours from 30 Days to Three Months. Europe, Scandinavia, England. Moderate Cost. Limited Parties.
American Travel Club, Box W, Wilmington, Del.

KUGLER'S { TOURS, 19th Year Continental Tour June 2

101 days, $795.00. French and Spanish Tour from Paris Sept. 5, $420.00.
Kugler Tours, 7 East 4th Street, Cincinnati, O.

"Travel Free From Care"

BARTLETT TOURS

Foreign Travel

Aided By Our 33 Years' Experience

BARTLETT SERVICE

With or Without Escort

We arrange complete itineraries for European Travel; parties of any size, or individual travelers—with the utmost economy of time and expense, consistent with individual comfort and satisfaction.

IT PAYS TO KNOW US

Bartlett prices are exactly the same as those quoted by the steamship companies. We represent ALL lines—Trans-Atlantic, Trans-Pacific, Coastwise.

If you contemplate visiting foreign lands, send for "Hints for Travelers" and Illustrated Booklets of Tours now being formed.

BARTLETT TOURS COMPANY
202 S. 13th Street Philadelphia

AUSTRO-AMERICAN LINE

European Trips for the Rough Season

The Quiet Southern Track to Algiers, North Africa, and the classic sunny south in the Mediterranean & Adriatic

Regular stops at **Algiers** (North Africa), **Naples** (Italy), **Patras** (Greece), **Trieste** (Austria—near the Tyrol), **Austrian Riviera, Austro-Bohemian** Watering Places, and the whole European Continent

Seven to eight days crossing the ocean, and six days' pleasure trip thru the Mediterranean.

Sight-seeing trips in every port. Free stopovers

PHELPS BROS. & CO., Gen. Agts.
13 Battery Place, New York

TEMPLE EUROPE ORIENT TOURS

Sail in April, May, June, July. Best routes, best management, best testimonials, and lowest prices in the world. Address
TEMPLE TOURS
149 Tremont St. Boston, Mass.

HAMBURG-AMERICAN

Largest S.S. Co in the WORLD

442 SHIPS 1,417,710 TONS

TRAVEL BY
World's Largest Steamships
"IMPERATOR" and "VATERLAND"
To LONDON PARIS, HAMBURG

MEDITERRANEAN SERVICE
by Steamships
Hamburg and Moltke
Ports of call:
Madeira, Gibraltar, Algiers, Naples and Genoa

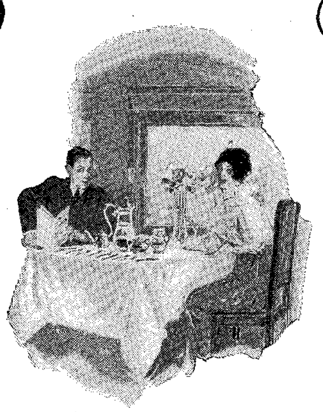
Around the World via Panama Canal
135 days—$900.00 and up

The greatest and most attractive cruise ever planned. **Leaving New York, January 31, 1915, by S. S. CLEVELAND (17,000 tons) through the Canal,** arriving at San Francisco in time for the opening of the Panama-Pacific Exposition. Cost includes all necessary expenses afloat and ashore.

Write for illustrated book giving full information.

HAMBURG-AMERICAN LINE
41-45 Broadway, New York
Philadelphia, Baltimore, Boston, Pittsburgh, Chicago, New Orleans, Minneapolis, St. Louis, San Francisco, Montreal

Trade Mark



Northern Pacific Train Service

is Another Name for

Perfected Service

Two Transcontinental Trains

Daily-Chicago to Spokane, Seattle, Tacoma, Portland via St. Paul-Minneapolis

One Through Train

Daily-St. Louis, Kansas City, St. Joseph, Omaha to North Pacific Coast points via Billings

Coaches, Dining, Observation Pullman, Tourist and Standard Sleeping Cars.

See Yellowstone Park via Gardiner Gateway.

Daily Pullman Service Chicago to Gardiner, and Weekly Personally Conducted Excursions during Park Season, June 15 to September 15.

1000 miles of river scenery. Send for literature.

NORTHERN PACIFIC YELLOWSTONE PARK LINE

A. M. CLELAND
General Passenger Agent
St. Paul, Minn.

WRITE 600 WORDS
WITH ONE DIP

Why use ordinary pens with the never ending dip—when One Dip Pens make every penholder virtually a fountain pen?

Agents Wanted

Send 10c for Sample Package

ONE DIP PEN CO.

32 Daily Record Bldg., BALTIMORE, MD.

These trade-mark crisscross lines on every package

~~CRESCO FLOUR DIET FOR DYSPEPTICS~~
~~And Mild Cases of~~
~~KIDNEY AND LIVER TROUBLES AND OBESITY~~
~~Makes delicious foods for everybody.~~
~~Unlike other goods. Ask your physician.~~
~~Leading grocers. For book or sample, write~~

FARWELL & RHINES, Watertown, N. Y., U.S.A.

CURRENT EVENTS

Foreign

March 26.—Villa retakes Gomez Palacio and sends his forces against Torreon.

Two heads of the British Army, Field-marshal Sir John French and Adjt.-Gen. Sir John Spencer Ewart, resign as a protest against the Ulster policy.

March 27.—Huck, the English aeronaut, flies two miles upside down at Northampton, England.

March 30.—Colonel Seeley, British Secretary for War, resigns, and Premier Asquith, in view of present crisis, assumes the portfolio of War, in addition to his present duties, retiring from Parliament, pending reelection by his constituents.

Prince Tokugawa declines appointment as Premier of Japan, and Keigo Kiyoura is chosen.

Domestic

WASHINGTON

March 28.—Congressman Knowland, of California, charges the President with diplomatic dickering with England over the Panama-tolls question.

March 30.—President Wilson denies that any bargaining took place between the United States and England in regard to Panama. He calls the charge "an insult."

March 31.—The railroads' petition to expedite the freight-rate case is granted by the Interstate Commerce Commission.

President Wilson's denial of the Knowland charges is indorsed by Sir Edward Grey.

The Panama Tolls Exemption Act is repealed by the House, in spite of Speaker Clark's opposition.

GENERAL

March 26.—Confirmation is given to the report that 15,000 employees have been laid off by the Pennsylvania Railroad within the last three months, while 40,000 of the remaining 125,000 workers have been placed on shorter time.

March 27.—The New York Central lines drop 25,000 men.

March 28.—Governor Glynn appoints seven Tammany men to lucrative posts in New York State, as the legislature adjourns.

March 31.—Ohio coal mines close, throwing 50,000 out of work.

April 1.—Col. George W. Goethals begins his duties as Governor of the Canal Zone.

New York Commissioner of Police McKay resigns.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, &c., OF THE LITERARY DIGEST

Published weekly at New York, N. Y., required by the Act of August 24, 1912.

Editor, William S. Woods, 354 4th Av., New York City.

Managing Editor, Wm. S. Woods, 354 4th Av., N. Y. City.

Business Managers, The Board of Directors of Funk & Wagnalls Co., 354 4th Av., New York City.

Publisher, Funk & Wagnalls Co., 354 4th Av., N.Y. City.

Owners: (If a corporation, give names and addresses of stockholders holding 1 per cent. or more of total amount of stock).

Funk & Wagnalls Co., 354 4th Av., New York City.
Cuddihy, R. J., 354 4th Av., New York City.
Funk, Wilfred J., 354 4th Av., New York City.
Hough, Lucy A., 376 Cumberland St., Portland, Me.
Neisel, William, 354 4th Ave., New York City.
Scott, Lida F., 354 4th Av., New York City.
Taylor, Kate French, 285 Baltic St., Brooklyn, N. Y.
Wagnalls, Adam W., 354 4th Av., New York City.
Wagnalls, Mabel, 354 4th Av., New York City.

Known bondholders, mortgagees, and other security holders, holding 1 per cent. or more of total amount of bonds, mortgages, or other securities.

None.

(Signed) FUNK & WAGNALLS COMPANY,
By A. W. WAGNALLS, *President.*

Sworn to and subscribed before me this 17th day of March, 1914.

(Signed) P. R. Turner, Notary Public.

No. 3894, New York County, Register's No. 5119.
Commission expires March 30, 1915.

You could dip this house in water

Stucco, concrete or **brick walls** absorb water, becoming damp, unsanitary and disfigured. But they can be waterproofed and beautified by an application of

TRUS-CON STONETEX

APPLIED WITH A BRUSH

A liquid cement coating which becomes an inseparable part of the wall, sealing all pores and filling hair-cracks. Hard as flint. Dampproof, weather-resisting. Gives uniform, artistic color. Applied to new or old walls. Furnished in a variety of pleasing tones.
It will pay you to learn about Trus-Con Waterproofing Products. Write for full information, telling us your needs.

The TRUS-CON LABORATORIES
136 Trus-Con Bldg. Detroit, Mich.
Waterproofings—Dampproofings—Technical Paints

All About
The Home Rule Bill
By John Redmond

In simply stated language, this work explains the powers conferred by the New Home Rule Bill; the manner in which members of the new Senate and House of Commons are to be nominated and elected; the apportionment of members among constituencies; the limitation of the powers of the New Parliament; methods of taxation permitted; who will form the New Ministry; power over customs; duties, police, etc.; guarantees as to religious liberty, etc., etc. As an appendix the text of the bill is given. The benefits expected through self-government are analyzed and explained by the man most familiar with the subject, and the publishers feel that Mr. Redmond in this work has written what will become an historical document.

12mo, cloth. 50 cents, postpaid.

FUNK & WAGNALLS COMPANY
354-60 Fourth Avenue, New York City, N. Y.

LISTERINE

Use each day

An agreeable antiseptic mouth-wash that should invariably be used after the teeth are brushed. Listerine cleanses and purifies the oral cavity, and deodorizes the breath. Systematically used, Listerine will keep teeth and mouth in healthy condition.

All Druggists Sell Listerine.

LAMBERT PHARMACAL COMPANY
St. Louis, Mo.

LISTERINE
LISTERINE
LAMBERT PHARMACAL COMPANY
LAMBERT

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"J. W.," New York, N. Y.—"Is the following sentence correct? 'He has shown that this form of infection was not benefited but the recovery delayed by vaccines.'"

The sentence is defective in so far that it does not harmonize with the doctrine of the collocation of words and sentences in connected speech, treating of their arrangement and relative positions, as required by grammatical connection, euphony and clearness, and energy of expression. Say, rather, "He has shown that this form of infection was not benefited by the use of vaccines, but that its recovery was retarded by it."

"A. W. G.," Washington, D. C.—"Kindly tell me from what the following quotation comes: 'Praise from Sir Hubert is praise indeed'; and whether Sir Hubert was a character in real life, in fiction, or in both."

This line is a common misquotation from the play, *A Cure for the Heartache*, by the English dramatist, Thomas Morton (1764–1838). It occurs in Act V, Scene 2, and runs as follows: "Approbation from Sir Hubert Stanley is praise indeed." The implication here is that the approval of a person of great accomplishments and high critical standards is doubly precious.

"O. A. B.," Atlanta, Ga.—"(1) Is it correct, either grammatically or by reason of custom, to say 'with kind regards,' the question being the use of the plural 'regards'? (2) When, where, and with whom did the phrase 'the moral vineyard' originate? What was its original application and literal meaning? (3) Where can I obtain a list of the more commonly used words, phonetically spelled, such as thru, tho, endorst, etc.?"

(1) In the phrase, "with kind regards," the plural form is perfectly correct, regard being here used in the sense of "a courteous greeting or message," and the plural form being customary, as you would say, "with kind wishes," or "with kind remembrances."

(2) The expression "the moral vineyard" is undoubtedly an allusion to the Parable of the Vineyard, which you will find in Matthew xx, 1–16, but we are not aware with whom it originated. We assume that the expression, as used, applies to the whole world of action and thought, as affording opportunity for spiritual culture and labor.

(3) If you will send to the Simplified Spelling Board, 1 Madison Avenue, New York, they will be glad to furnish you with a list of the more commonly used phonetic spellings.

WARNING!

BEWARE OF SUBSCRIPTION SWINDLERS!

Swindlers are at work throughout the country soliciting subscriptions for popular periodicals. We urge that no money be paid to strangers even tho they exhibit printed matter apparently authorizing them to represent us, and especially when they offer cut rates or a bonus. THE LITERARY DIGEST mailing list showing dates of expiration of subscriptions is never given out to any one for collection of renewals. Better send subscriptions direct, or postpone giving your order until you can make inquiry. If you have reason to suspect that the members of your community are being swindled, notify your chief of police or sheriff, and the publishers, and arrange another interview with the agent at which you can take such action jointly as may seem proper.

FUNK & WAGNALLS COMPANY,
354–360 Fourth Avenue,
New York City.

GREAT BEAR SPRING WATER
50c per case of 6 glass stoppered bottles

Cadillac
Standard of the World

17,298

This figure represents the number of Cadillac cars manufactured and distributed during the Calendar year of 1913.

It represents in retail selling value more than thirty-four millions ($34,000,000) of dollars.

It represents a volume of cars which, we believe, exceeds the sale, during the same period, of all other high grade American cars combined, selling at or more than the Cadillac price.

11,000

This figure represents the number of 1914 Cadillac cars which have already been manufactured and distributed.

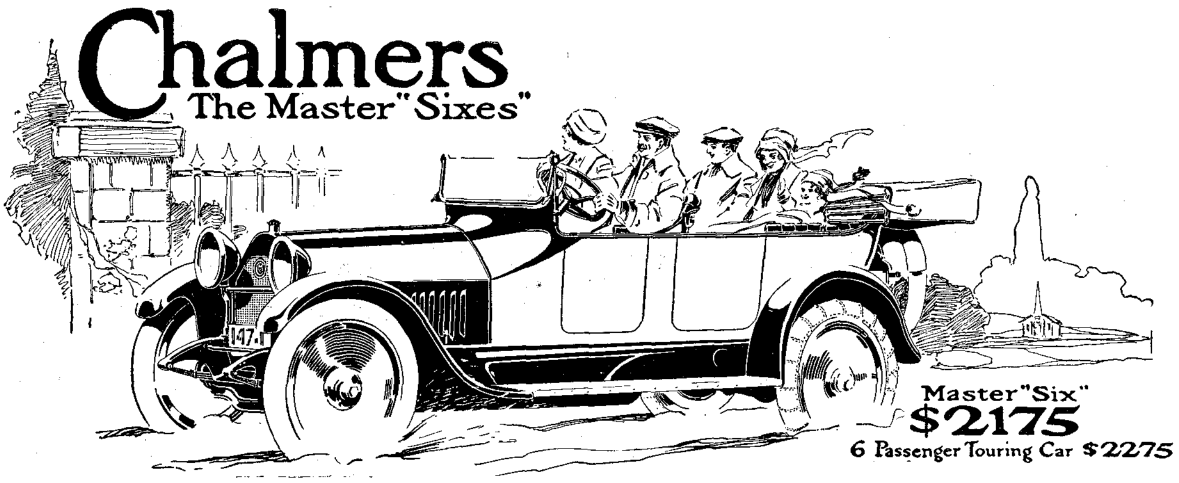
It represents in retail selling value more than twenty-two millions ($22,000,000) of dollars.

It represents a volume of cars which, we believe, exceeds the deliveries of all other 1914 high grade American cars combined, selling at or more than the Cadillac price.

It is an unparalleled endorsement of the 1914 Cadillac.

There should be no question in your mind as to the car which dominates the high grade field.

CADILLAC MOTOR CAR CO., DETROIT, MICH.



The Choice of 1000 Men A Month

In one month men paid over $2,000,000 for Chalmers Master "Sixes." They had all the world's "Sixes" to choose from. They chose the Chalmers.

But first they made the Master "Six" prove itself. It proved its worth to them in deeds—not words. And they were convinced. For they couldn't doubt what their eyes saw—what their senses perceived.

This "Six" Opened Their Eyes

Until the Chalmers Master "Six" appeared last year, buyers had thought of all "Sixes" as heavy cars, extravagant of fuel and tires; costly to buy and expensive to keep.

But the Master "Six" was a revelation. Here was a car of six cylinders at a moderate price; with a motor so silent and smooth running that friction and wear might be forgotten. A car which cost little to buy and little to keep.

No "Four" Has Such Smoothness

Its Master Motor has six cylinders of small bore and long stroke. It fairly floats up the hills on high gear. It can reach twenty-five miles an hour in ten seconds from a standstill; it can creep at two miles an hour through the crowd, and at the touch of the throttle be off like a greyhound. Such flexibility of power is possible only among "Sixes," and rare even there.

Motorists have learned that vibration means discomfort for the passengers, increased fuel bills, and the very life of the car cut short.

And vibration in a "four" can't be cured by a makeshift. The only escape from it is in a six-cylinder motor where the flow of power is continuous.

A Non-Stallable Motor

One swing of a switch at the outset and the electric starter spins the Master "Six" engine enough to start it. But it does more. If some unusual demand upon the engine should cause it to falter, the starter automatically keeps it running until it picks up again.

There's no chance of being stranded in a throng or on a dangerous crossing. This starter makes the motor non-stallable. In simplicity and dependability the Chalmers-Entz system is without a parallel.

The Test That Tells The Tale

The true measure of value—and the only one—is performance. What will the car do in service—that's the question. Our nearest dealer will answer it with the Chalmers Road Test.

Make this test—it is more than just a ride. Compare the luxurious smoothness of the Chalmers "Sixes" with any cars you know. Then ask yourself if any other cars offer equal value at the prices.

Master "Six"—2, 4 or 5 passenger, $2175

Master "Six"—6 passenger type, $2275

Fully equipped, f.o.b. Detroit

Chalmers Motor Company, Detroit